THE EVENING TELEGRAPH.

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FIRST EDITION

SOUTH AMERICA.

The Great Storm.

Buenos Ayres Afloat.

"Black Crook" Smythe.

His "Gin and Milk" on Trial.

Etc., Etc., Etc., Etc., Etc.

GIN AND MILK.

The Latest Clerical Scandal—Trial of the Rev. Charles B. Smythe, the "Black Crook" Puffer.

The New York *Sun* of this morning has the following:—

The Presbyterian Presbytery of this city and vicinity convened yesterday in the Eleventh Street Church, to try the Rev. Charles B. Smythe, its pastor, upon charges offered by John Rosenborough and Harmon C. Henderson. The court organized with the Rev. Dr. Findlay as Moderator, and the Rev. Dr. Armstrong as Secretary.

After the Moderator had offered up a prayer, and the court had been made ready for the trial, a petition of the members of the congregation, praying for the dissolution of the pastorage, was offered, which, after some discussion, was laid on the table for future action.

The Secretary read the charges, as follows:—

The undersigned hereby complain to the First United Presbyterian Presbytery of New York, and charge that according to an article published in the New York *Sun* of date Monday, April 11, 1870, Charles B. Smythe, minister and pastor of Eleventh Street United Presbyterian Church, was, on Sabbath day, April 10, 1870, guilty of the following misdemeanors, to wit:

First. That after he had finished the sermon he called together the six reporters who were present, and asked them to take some refreshments.

Second. That "then he led them to a well-known liquor and refreshment saloon in the avenue near by."

Third. That they passed in by the private door."

Fourth. That beefsteaks and oysters having been ordered he turned to the reporters, and asked them what they would drink.

Fifth. That their orders having been given, he himself requested the barkeeper to bring him "some of the same."

Sixth. That "this turned out to be gin and milk, of the former of which his reverence took five fingers, swallowing the dose with evident relish."

Seventh. That "the viands having been disposed of, all arose to leave, and Mr. Smythe, turning to the barkeeper, carelessly requested him to hang that up."

Eighth. That "the barkeeper, who seemed to know him, said all right, and the party passed out and separated."

Your complainants hereby think that the facts mentioned in the foregoing allegations involve a breach of the fourth commandment, as contained in Exodus, chapter xx, 7th to 11th verse; and they respectfully submit that if these facts should prove to be true, the said Rev. Charles B. Smythe ought to be censured.

Mr. Smythe in his accustomed ultra theatrical style then read the following answer, which, as will be seen, acknowledges the truth of the entire article as published in the *Sun*, with the three immaterial exceptions that the bar-room was not on Third avenue, that there were only two reporters present instead of six; and that he did not use the expression "hang that up" when he told the barkeeper to charge it to his account, or words to that effect. As for his denial that he took "five fingers" of gin, we believe that is the usual expression for a "quarter of tumbler," the quantity testified to by the reporter of the *Herald*:—

For answer in this cause to the complaint the above-named defendant says that the complaint, in the language in which it is framed is untrue in every particular, and respectfully requests the Presbytery to pronounce judgment accordingly upon them as they appear in the daily newspaper on which the complaint is based, and to acquit him of all the charges in full. But the defendant forther says that after church on Sabbath, the tenth day of April last, he went to a respectable hotel on Broadway, ate a beefsteak, sipped some gin and milk, from the former of which liquids he had about six teaspoonfuls according to the best of his recollection, and a pot of black tea for lunch; that on the same occasion there were two gentlemen with him—members of the press—who took a plate of oysters raw each, and one of them a glass of ale, the other some gin and milk, the same in quantity as the defendant took; that it being the Sabbath day defendant did not pay the bill, but requested the cashier to make a note of the amount and defendant called and paid the bill the next day Defendant further says that he resides four miles from the church; that, forasmuch as he teaches a Bible class there at 2 o'clock, it was not possible for him to go home to his lunch and come back in time; and that, being much exhausted after preaching, and after a very busy week, he felt very much in need, physically, of such a lunch as he took. And as to his having company with him on the occasion, he believes that when the attendant circumstances shall be known by the evidence, the Presbytery will consider them sufficiently extenuating to render that fact excusable, and hopes and respectfully requests that accordingly no censure shall be passed upon him therefor. CHARLES B. SMYTHE.

May 3, A. D. 1870.

The Moderator read from the Book of Discipline that "if any portion of facts are proved in the charges, he shall be guilty and punished for that portion."

The Rev. Mr. Armstrong said that if the facts were true, the charge of Sabbath drinking should be added.

Mr. John Stevens, a *Herald* reporter, having been called as a witness, testified substantially—I was present at the church on the 10th of April to report the sermon of Mr. Smythe on "Adultery, and its proper punishment;" after the services I asked Mr. Smythe to let me look at his notes, as I wished to read Blackstone on the law concerning adultery, which had been alluded to by Mr. Smythe; he asked me to go to luneh with him, and said that I could have his notes; I did not hear him call together any number of reporters; we went out and proceeded down Third avenue, where Mr. P. T. Eaton, a *Sun* reporter, overtook us and asked Mr. Smythe for permission to refer to his notes for historical data; Mr. Smythe said there would be some difficulty in taking them in the street, and asked him to go with us to lunch; we then went on to Broadway on or near Eighth street; he did not inform us where he was going to take us: on reaching Eighth street we went into a hotel on the Eighth street side; no attempt was made to enter surreptitiously; we went into a private room, the waiter followed us, and Mr. Smythe waved his hand, and said:—"Order what you please." Mr. Eaton then ordered a glass of ale, I some oysters, and Mr. Smythe a beefsteak. Afterwards he ordered some gin and milk, and, when it came, I ordered some too, because it was a new drink to me. We had some conversation about nationalities, etc. There is truth underlying the article in the *Sun*. Mr. Smythe had a fatigued look; could not say whether it was natural to him or not; Mr. Smythe took a quarter of a tumbler of gin.

Mr. P. T. Eaton's testimony was purely corroborative of the foregoing; but Mr. Eaton added:

Mr. Smythe and I came out together; he spoke to the bar-keeper in reference to the bill, though I did not hear what he said; he did not pay for the refreshments.

Cross-examined by Mr. Smythe—At the *Sun* office I casually mentioned to the city editor, in the presence of Mr. Stevens, who had called to get the original manuscript, the circumstance of our being treated to oysters, gin and milk, and ale; and then left for home; the next mording, instead of my report, the article upon which these charges are based appeared; I thought Mr. Smythe looked fatigued while we were in the private room eating our refreshments.

The prosecution here rested their case without examining the barkeeper, who was in court.

Mr. Smythe had hoped that a medical gentleman would be present to prove that gin and milk was a necessary beverage to his health.

Mr. Rosborough, for the prosecution, made some comments on the evidence, and thought that the charges had not been substantiated.

Mr. Smythe spoke next in his own defense, and spoke of the laborious nature of his work during the week previous to the 10th of April. He spoke of the rebuke which Christ gave his disciples in the corn-field on the Sabbath day after they had plucked the ears of corn, and considered that he was justified under the circumstances.

Dr. Harper remarked that the article as it appeared in the *Sun* had been colored to some extent, but the facts had been substantially proved. Mr. Smyth had acted very imprudently, and his conduct was calculated to do harm to the cause of Christ and the Church. He thought that some disciplinary censure should be administered.

The Rev. Mr. Triss highly commended the witnesses for the straightforward statements they had made in view of no law requiring their attendance, and agreed with Dr. Harper that the charges were substantially proven. So did Mr. Robert Harper, the Rev. Mr. Thompson, and Elder McKay.

A committee of three, consisting of Dr. Harper, Mr. Robert Harper, and Elder Isaac McKay, was then appointed to review the evidence and to report to the Presbytery this morning at 9 o'clock.

THE DELUGE.

The Great Storm at Buenos Ayres—The Greatest Hurricane of Modern Times—Streets Inundated—Plazas Turned into Lakes—Cafes Under Water—People Drowned in the Streets—An Awful Scene.

The Buenos Ayres *Standard* of March 11 gives the following particulars of the great storm, reports of which have already reached us by telegraph:—

On Wednesday, the 9th of March, one of the most fearful storms ever experienced in the River Plate burst over Buenos Ayres. The afternoon was rainy, and weatherwise people saw a regular "temporal" setting in from the southeast. Mr. Louis McLean and others refused to allow their boats to leave the mole with passengers; nevertheless, some had the temerity to venture, and we learn that a boat which left about 4 P. M. for the Villa del Salte, with a lady and two gentlemen, was capsized and the passengers were drowned. At the time Captain Peel made great efforts to procure the steam launch Baby, to go aboard the Tycho Brahe, which was to sail the same evening for Liverpool, but the risk of going out twelve miles deterred everybody from the attempt. A passenger who had left for the Tycho Brahe some hours before, and was unable to reach her, turned back, and met the boat, capsized, in which the lady and gentlemen were lost. Mr. McLean had despatched a boat with some sheep at 8 A. M., which reached the Tycho Brahe safely, and then seeing the storm coming on sailed for the Tigre instead of trying to return to port. As the evening closed in the storm increased, the rain began to fall in torrents about 5 o'clock, and many of the streets were flooded with two or three feet of water; this became a deluge after four hours of

THE MOST INCESSANT DOWNPOUR,

and some people lost their lives in carriages, trying to cross the Tercero. At the corner of Sulpacha and Cordoba a coach was carried away; the coachman escaped, but the passengers and horses were drowned. At Calle Libertad and Cuyo another coach was carried down by the current, and the driver and his horses drowned. At Calle Defensa the current washed away a child, and some other casualties of this kind are reported in the south end. Some of our friends resident at Cinco Esquinas had to make a detour by the Calle Rividavia to get home, the Recoleta omnibus having broken down at 5:30, and the streets become dangerous to cross. The once Setiembre omnibus coming into town at 9 o'clock found a rapid stream at the corner of Piedad and Uruguay; the driver plunged in, the bus was carried down 100 yards and thrown on its side, two of the horses being drowned, and the passengers (eight in number) forced to get out through the windows and scramble or swim to the sidewalk. Three corpses were picked up yesterday in Calle Uruguay, but they were probably either horsemen or foot passengers brought down by the current. The Northern Tramway had three horses drowned. In Calle Paraguay a coach upset; the coachman was drowned, but some ladies inside were saved. The rainfall was

THE MOST DREADFUL EVER KNOWN.

The algibes were soon filled, and the water flooded all the lower rooms of the houses in some places to the height of three feet. We hear of floors having given way in many houses, and in one case the occupants of a room narrowly escaped falling into an old well or water-closet under the floor. The houses near the brewery in Calle Bolivar were under water to the height of three feet, and in those streets adjacent to the Tercero the inhabitants were all but drowned. The Plaza Parque was a navigable lake, and the Cafe del Parque was inundated. About 10 o'clock the rain subsided, and the wind began to blow with tremendous force, coming in gusts, and causing some of the highest houses to shake. At 11 P. M. it was like a hurricane, and continued with more or less force till 2 in the morning. The captain of the bark Damon says it was the most fearful gale he ever experienced; it blew so hard that he could not stand on deck, and the water washed clean over his ship; his anchors could not prevent him from dragging about 120 fathoms. Her Majesty's ship Cracker rode it out well, having foreseen the storm by the fall of the glass from 29·90 to 29·58 when the storm began; four ships drove past her, but did no harm. The whaleboats were carried about in every direction; one was seen to go down with two men aboard, and of the seventy-two lost or aground it is believed many of them had one or two men aboard.

CORPSES PICKED UP.

The scene which presented itself yesterday at daybreak is beyond description; nine corpses were picked up on the beach, three at the foot of Calle San Martin, and others are reported, but need confirmation.

THE SHIPPING.

The shipping disasters reported at Maxwell's Commercial Rooms are as follows:—Italian gunboat Principessa Margarity, formerly the Osorio, ashore at the gas-house; steamer Emilia, with hay for the army, ashore at Point Diablo, with stern smashed in. Steamer Cavour sunk, crew escaped to a lighter. Two schooners and a polacre, one of them a German vessel painted green, ashore near the gas-house. Three pilot boats, the Henry, No. 282, and No. 314, ashore at same place. Schooner Catalina uninjured, ditto. A pilot-boat smashed up under the mole; another sunk. Sixteen whaleboats in front of Lorenzo Torres' quinta, and fifteen between the foot of Calle Charcas and Tuckman. Several whaleboats sunk. Dutch schooner Maria Haydorn lost bowsprit. Portuguese bark ditto. German schooner ditto. Whaleboat Domingo sunk. Several lighters lost masts and rigging.

THE LOSSES.

The storm lulled about 2 A. M. yesterday, and at daylight the river was again calm. The passengers for the Tycho Brahe and Captain Peel went aboard about 10 o'clock, but the wind again freshened at noon, and blew hard a gale. While we write it is still blowing very hard, but the sky has cleared up and the weather seems to promise to be fine.

THE STATE TREASURY.

Mackey Gives Way to Irwin.

On Monday, says the Harrisburg *Patriot* of yesterday, R. W. Mackey, Esq., late State Treasurer, retired from the office which he filled during the past year, and his successor, General W. W. Irwin, was installed in his stead. Mr. Mackey carries with him in his retirement the best wishes of his numerous friends. Whatever may be said of his management of the finances of the State, all must admit that he was a courteous and obliging officer, and faithful at all times to those who adhered to his fortunes. General Irwin takes charge of the Treasury with the highest expectations on the part of those who elected him, that he will give general satisfaction in the discharge of his official duties. We doubt not that under his administration the financial interests of the Commonwealth will be prudently, honestly, and economically managed.

Mr. Nicholson, Chief Clerk under Mr. Mackey, also retires, and is succeeded by Colonel Taggart, Chief Clerk under General Irwin during his former term.

The new Treasury act requires the Treasurer to give bonds in the sum of $500,000. The sureties of General Irwin are Messrs. J. Bomberger, Harrisburg; George K. Anderson, Titusville; W. Vankirk and S. B. McElroy, Pittsburg; W. Kennedy, New Brighton; and Ephraim Smith, Benjamin Wild, A. P. Lacock, John McDonald, and J. F. Dravo, of Beaver.

THE EAST RIVER BRIDGE.

The Great Caisson Successfully Sunk.

New York has got the start of Philadelphia in building its bridge, the initial performance in which task is thus narrated by the *Evening Post* of yesterday:—

The work of depositing the great East River Bridge caisson on the Brooklyn side took place this morning. It was towed by four steamers from the shipyard of Webb & Bell, near Greenpoint, at an early hour, and laid upon its bed, adjoining the Fulton Ferry slip, at 12 o'clock, in presence of a large crowd of men and women.

The caisson is a gigantic structure of heavy pine timbers, each thirteen inches in diameter. It is fifteen feet in depth, one hundred and sixty-eight in length, and one hundred and two feet in width. The bottom timbers are laid solidly together, but the two upper layers lie three inches apart. It is not a solid mass from top to bottom. There is a large chamber below, and an engine on the caisson was perpetually at work to force air into the hollow space and expel the water, in order to keep the mass afloat until it should reach its destination.

A dock had been built into which the caisson precisely fitted. The structure was covered with iron cabooses, loose timbers, and human beings, and was hauled quietly into place by means of ropes and capstans.

The ground upon which it rests was five feet below water at low tide in the middle of February. It is now thirteen feet below, and, at high water, eighteen feet. The bottom, which was composed of clay, gravel, and large bouldere, has been dredged. To render it loose and easy for this process, piles were driven, and into the holes thus made shells were deposited and exploded. Many of the boulders were over ten tons in weight, and were destroyed by explosion, through the means of divers. This work was prosecuted at night. The cost of thus clearing the ground has been about $35,000.

It might be thought that a basis of solid rock would be preferable for the caisson, but rock is to be found only at a depth of ninety-seven feet, and the present foundation will be equally firm.

Now that the caisson is in place, excavations will be carried on below it, until it is sunk seven feet deeper, and, at the same time, eight layers of transverse timbers will be piled upon it. It will then be precisely even with the surface of the water at high tide, and from that level the granite masonry work will begin, as a basis for the great tower of the bridge.

Operations were carried on to-day with great ease, under the superintendence of Mr. Roebling, the bridge engineer, and Mr. Bell, the constructor of the caisson. Another caisson will be built at the close of the coming summer, and will be deposited next fall at Pier 29, on the New York side.

PATER PATRIÆ.

Fragment of an Unpublished Address by Washington.

Charles Lanman, the compiler of the "Dictionary of Congress," writes as follows to the New York *Evening Post* from Georgetown, D. C.:—

The subjoined fragment of an unpublished address by Washington has recently come into my possession, and I send it to you for the edification of your readers. The two pages of the original are numbered 69 and 70, and so far as I can learn this is all now remaining of an address that was delivered by the first President after the adoption of the Federal Constitution. Although incomplete, the style and sentiment are eminently characteristic of the author:—

* * * "a great necessity for the same indulgence to the unintentional errors that may be discovered in my administration, which I have experienced on former occasions; but if my former conduct would not induce my countrymen to count upon my future attention and fidelity, I could not hope that any verbal assurance of mine would be of more avail. Let it, however, be remembered by us all, that we are not come up hither for our own pleasure or emolument, but in the sight of God and men, to act disinterestedly, and to render benefits to our country. Although we should meet with an ungrateful return, still let us work cheerfully together for the public good. Let us rise early, late take rest, and eat the bread of carefulness, until we shall have wrought out our country's political solution. For the attainment of this end let us not think any labor too great or any sacrifice too dear. You know there was a time when your capitalists would manfully have seconded the attempt, although it might have required a postponement of personal interest and local policy. We may not flatter ourselves that we are yet beyond the reach of danger. It is to be dreaded that an ill disposition should produce jealousy—jealousy, discord—discord, separation—separation, ruin. If, after all the hopes and expectations which we have fondly entertained, the Union should be destined to an immature dissolution by some unnatural parricide, let us at least be guiltless of its blood. In the name of your supplicating country, I charge you then to forbear, lest in the best of zeal for carrying some favorite point you suffer locality and resentment to obtain the ascendancy of patriotism and reason. You ought to consider those who lately opposed this constitution as brethren who only differed from you in sentiment on a great political question, and who are now equally entitled with the rest of the citizens."

* * *

Respectfully, yours, CHARLES LANMAN.

Another Heavy Bond Operation.

Another daring bond robbery was perpetrated yesterday morning in New York, on the person of a respectable gentleman named Benjamin N. Clapp, stopping at the residence of his son, No. 220 West Twenty-fifth street. He entered the office of Vermilyea & Co., on Nassau street, and from there purchased $5000 in United States bonds. While paying for the bonds he laid the latter upon the counter by his side, when some adroit thief quietly picked up the package and retired with his plunder unobserved. Two of the bonds—$1000 each—are numbered 222,513 and 159,291.

LEGAL INTELLIGENCE.

Prison Cases.

Court of Quarter Sessions—Judge Allison, P. J.

The prison calendar for the May term was taken up today by Mr. Sheppard and his assistants, Messrs. Hagert and Deckert.

William S. Hocker pleaded guilty to a charge of stealing jewelry. He went to Warne's, No. 712 Chesnut street, representing himself as a converted Jew, and presented a letter from Samuel S. White, by which he was to obtain a bill of goods. This letter threw the salesmen off their guard, and they left him standing near the counter upon which was jewelry, while they went to fill the order. He of course took all he could well conceal, and after receiving the other goods walked off to Second street, and sold them for less than it cost to make them. The salesman who had attended him at Warne's went to the Second street shop to make a sale, and was offered these very articles at a marvellously low price. They were recognized, and a day or two afterwards, when the prisoner returned to get more goods, he was at once arrested. Sentenced to County Prison nine months.

Leonard Lower pleaded guilty to a charge of stealing a razor and strop from a barber shop in West Philadelphia.

Frank Smith pleaded guilty to a charge of stealing some carpenters' tools from the rear of No. 710 North Third street. Sentenced to County Prison one year.

Henry A. Lawrence, colored, was convicted of an attempt to commit a burglary, having been caught at night attempting to break into No. 1316 Varian street. He pleaded guilty also to a charge of carrying a concealed deadly weapon. Sentenced to County Prison three years.

Austin Gleaney, a boy, was found guilty of entering a vacant house for the purpose of stealing lead pipe. Sentenced to County Prison six months.

William Diggs, colored, was convicted of stealing a meerschaum pipe. Sentenced to County Prison one year.

William Campbell was convicted of a charge of an assault and battery upon Officer William Divine, of the Seventeenth district. Between 12 and 1 o'clock on the night of April 13, the officer found the door of the provision store No. 1830 Passyunk road open, and entered to see why it was so. He was immediately seized by the prisoner from within and struck upon the head with a jimmy. The prisoner was disarmed and taken to the station house, but a confederate who was in the building with him escaped. The prisoner was likewise convicted of entering this feed store with intent to steal, the offense being that in which he was detected by Officer Divine. Sentenced to County Prison for one year.

This finished the business of the day and the Court adjourned until to-morrow.

SECOND EDITION

LATEST BY TELEGRAPH.

An Exploded Canard.

American Railway Securities.

On the Prussian Bourse.

Connecticut Politics.

Legislative Caucuses.

Etc., Etc., Etc., Etc., Etc.

FROM NEW ENGLAND.

The Connecticut Legislative Caucuses.

NEW HAVEN, May 4.—The House Republican caucus last evening was attended by all the members. General Platt, of Wethersfield, presided, and Johnson, of Enfield, clerk. Hon. F. S. Foster, of Norwich, was nominated for Speaker by acclamation; E. B. Bennell, Assistant Clerk of last year, was nominated for Clerk by acclamation.

There were several candidates for Assistant Clerk, but on the second ballat B. H. Hough, of Essex, was nominated. Joseph R. Warren, F. P. Colton, and Charles W. Kelsey were nominated for State House Keepers, and John H, Platt, J. H. Phillips, and Charles H. Hoyt for Messengers. John Cotton Smith, of Sharon, is senior member of the House, and will call the House to order to-day.

The Republican Senate caucus was held at the New Haven House, Mr. Barbour, of Wolcottville, presided. Mr. Goslee, of Glastonbury, acted as Secretary. General Harland was nominated for President *pro tem.* John A. Tibbits, of New London, for clerk. N. D. T. Groton and Robert E. Horne, of Winsted, for messengers, and for doorkeepers E. O. Sage, of Danin and James M. Winters, of Granby.

In the Democratic House caucus W. W. Eaton, of Hartford, presided, and Mr. Olmstead, of Stamford, Secretary. The caucus decided to vote for T. E. Doolittle, of New Haven, for President, *pro tem.*, and General Coit, of Norwich, for Clerk.

In the Democratic Senate Caucus Mr. Brown, of Waterbury, presided, and Mr. Beers, of Cornwall acted as Secretary. The caucus decided to vote for Mr. Johnson, of Hartford, for President, *pro tem.*, and S. A. York, of New Haven, for Clerk.

CONGRESS.

FORTY-FIRST TERM—SECOND SESSION.

Senate.

WASHINGTON, May 4.—The House concurrent resolution for adjournment *sine die* on July 4 was taken up, and on a motion of Mr. Sumner to lay on the table, was negatived. Yeas 10, nays 41.

Mr. Hamlin thought the time was ample within which to finish public business, and said experience had invariably shown that when a day of adjournment had once been fixed, Congress worked up to the point.

Mr. Morrill (Vt.) moved to refer the resolution to the Committee on Finance.

Mr. Cameron thought the Finance Committee of all others should not have control of the object, if prompt or definite action was desired.

Messrs. Wilson and Trumbull looked upon the resolution as an indirect means of defeating the important bills upon the tariff, reduction of taxation, extension of banking facilities, and the enforcement of the fifteenth amendment, which the country expected to see passed.

Mr. Sanlsbury thought the country might expect such measures, but it did not follow that they desired them.

A general discussion followed, to the effect that the business of the present session compared favorably in amount with that of any other.

The morning hour expiring the resolution went over till to-morrow.

Mr. Fenton presented the memorial of a number of the largest ship owners in the United States against the granting of subsidies proposed by what is known as Mr. Lynch's bill.

Mr. Williams reported with amendment the bill to expedite the survey of private land claims.

Mr. Morrill (Maine) from the Committee on Appropriations, reported a joint resolution to amend the act of April 20, 1870, relative to the deficiency for carrying out the reconstruction laws. Passed.

At 1·25 P. M. the calendar was taken up.

House.

The House met at 11 o'clock.

Mr. O'Neill presented a communication from citizens of Philadelphia asking the enactment of the Civil Service bill.

Mr. Morgan presented additional petitions asking Congress to abolish the national banks, redeem the bonds deposited by them as security, issue $500,000,000 in Treasury notes, and make them receivable in payment of custom dues and other taxes collected by the Federal Government, and to pay off $340,000,000 of the bonded debt.

Mr. Wells, from the Committee on Railroads and Canals, reported a bill to incorporate the Mississippi Valley Levee and Drainage Company. Recommitted.

Mr. Wells, also, from the Committee on the Decline of American Commerce, reported a bill authorizing a mail steamship service from New Orleans monthly to Tampico, Vera Cruz, Ceatezacalcos, Tobasco, Laguayra, Campeche, Sisal, and thence via Havana to New Orleans. The contract to be for ten years with William R. Garrison and others, and not to involve a Government expenditure of over $150,000 per annum for the first five years, and $100,000 for the next five years. Recommitted.

Mr. Ela offered a resolution instructing the Secretary of War to cause a survey and estimates to be made for the removal of the obstructions to navigation of the Cochecco river, at Dover, New Hampshire. Adopted.

Mr. Lawrence offered a resolution calling on the Secretary of War for all reports made by Brevet Major-General Terry relating to Georgia not already communicated to Congress. Adopted.

Mr. Beck asked leave to offer a resolution reciting allegations that General Terry is causing citizens of Georgia to be arrested and tried by and before his military subordinates for alleged violations of the laws of Georgia, refusing to allow the benefits of habeas corpus, or a trial by jury in the civil courts, and requesting the President to state by what authority such things are done.

Mr. Shanks (Ind.) and others objected.

Mr Beck desired to know who objected.

The Speaker said he had heard numerous objections.

Mr. Shanks—I object.

Mr. Beck—Then I call for the regular order of business, and give notice that I will object to everything out of order from now till the 4th of July next.

The report of the conference committee on the Census bill was presented, explained briefly by Mr. Cox, and agreed to.

The Civil Service bill then came up as the business of the morning hour.

Messrs. Finkelburg and Cobb (Me.) briefly expressed their approval of the general principles of the bill.

Mr. Maynard argued against the bill as removing the civil service further away from the control of the people.

He would not say that the present system was faultless, but he deemed that the Government was not any worse served by its officers and clerks than private institutions were. He believed that there was much more fraud perpetrated by cashiers, bookkeepers, clerks, conductors, ticket-takers, and employes of banks, railroads, and other private companies, than there was by Government employes.

Mr. Peters said he was opposed to the bill yesterday, and was more opposed to it to-day, if it were a piece of machinery to be confined entirely to the clerks in the Department at Washington. He might vote for it, though even as to them he thought there was more machinery in it than was necessary, that there was too much horse power of steam in it for the cart that it had to draw.

He believed its application to the offices outside of Washington to be impracticable and impossible. This bill covered all the deputies of assessors and collectors, all the deputy marshals, and all the clerks of United States Courts; and he wanted to know whether the assessors, collectors, and judges could not judge better of the fitness of their appointees than the proposed commission of three white chokers of schoolmasters who could not possibly know anything of their character or practical ability.

Mr. Jenckes.—Suppose a collector means to be a thief, who ought to appoint his deputy?

Mr. Peters.—The President must look after the collector. This bill does not undertake to look after the collector.

Mr. Jenckes.—Certainly it does.

Mr. Peters went on to argue that the merchant and the collector were better qualified to judge of these clerks and assistants than any travelling board of commissioners could possibly be. These commissioners might examine men as to their knowledge, etymology, syntax, and prosody, but how were they to know about their character, their honesty, or their practical fitness? He objected to the bill because it gave three commissioners the entire patronage of the United States. He objected to it because virtually it appointed men to office for life.

If this bill were passed, what was to be done with thousands of crippled soldiers who filled or could fill civil offices with reasonable aptitude, but could not pass examinations in etomology, syntax, or prosody? As to the offices in New York, he knew that that city was an exception to every other place. Nothing short of the hand of Almighty God could improve things there.

Mr. Bingham (Ohio) opposed the bill on constitutional and practical grounds. It would limit the appointing power of the Executive to the will of three commissioners, and without their consent neither the President, nor heads of departments, nor courts could appoint anybody to office. Were these commissioners to be clothed with power to say that no man should be eligible to civil office unless he was skilled in the higher calculus? It was a bill to create an aristocracy, a privileged class, in the face of that provision of the Constitution that neither the United States nor any State that shall confer a title of nobility.

He mentioned the case of an examining board which had rejected a young soldier applying for a place in the Treasury Bureau because he could not answer a question in astronomy. He said that the whole system was an absurdity, for the world had found out long ago that even the author of the "Mechanism of the Heavens" did not prove himself a very skilful man in civil affairs when called into the councils of the first Napoleon. He did not care how many presses the gentleman (Mr. Jenckes) procured to trumpet the excellencies of his bill, it could not be successfully defended, for it was in conflict with the spirit and letter of the Constitution.

Mr. Paine opposed the bill because it would prevent the head of a department from dismissing an incompetent clerk without the consent of the commission.

Mr. Niblack opposed it is an attempt to do by legislation what could only be brought about by healthy public opinion.

The morning hour having expired, the bill went over till to-morrow.

The House then, at 12·45, went into committee on the Tariff bill, Mr. Wheeler in the chair, the pending paragraph being that as to steel railroad bars.

FROM NEW YORK.

A "Bull" Canard—American Railway Securities on the Prussian Bourses.

Special Despatch to The Evening Telegraph.

NEW YORK, May 4.—The statement in one of the Philadelphia morning papers that the Prussian Government had excluded American railway securities from the bourses of that kingdom is a canard. No foreign house here has received any such despatch. The rumor emanated from parties desirous of bulling the gold market. The Prussian Government has no more control over its bourses than our own has over the different stock exchanges.

New York Money and Stock Markets.

NEW YORK, May 4.—Stocks heavy. Money 5@6 per cent. Gold, 114¾. 5-20s, 1862, coupon, 111¾; do. 1864, do., 110⅞; do. 1865 do., 111; do. do. new, 113¼; do. 1867, 113¼; do. 1868, 113¾; 10-40s, 108¾; Virginia 6s, new, 69; Missouri 6s, 92½; Canton Co., 72½; Cumberland preferred, 45; Consolidated N. Y. Central and Hudson River, 97; Erie, 23¾; Illinois Central, 140; Cleveland and Pittsburg, 105¾; Chicago and Rock Island, 121¾; Pittsburg and Fort Wayne, 94; Western Union Telegraph, 32.

New York Produce Market.

NEW YORK, May 4.—Cotton dull and drooping; sales 700 bales middling uplands at 22¾c. Flour—State and Western advanced 5@10c. State, $4·90@6·75; Ohio, $5·25@6·30; Western, $4·85@6·55; Southern a shade firmer at $6@9·90. Wheat quiet and nominally unchanged. Corn quiet; new mixed Western, $1·04@1·10. Oats firmer; Western, 62½@65c. Beef quiet; new plain mess, $12@15. Pork steady; mess, $29; prime, $21·75@23. Lard quiet; steam, 16¾@16¾c. Whisky quiet.

FROM NEW YORK.

That Everlasting Bore, the McFarland Trial—Proceedings in the Case To-day.

NEW YORK, May 4.—The first witness to-day was MRS. Samuel Sinclair—Knew the McFarlands; they were poor, and we had given them money, $50 at a time; she once refused $50, saying she would get help from her father. Much of the witness' testimony, particularly what related to letters and the contents thereof, was ruled out.

Junius Henri Browne, a journalist, was the next witness—Knew Richardson fifteen years; was one of his most intimate friends; I intended going home from the theatre with Mrs. McFarland and Richardson on the evening of the first shooting; I went home with Mrs. Richardson seven or eight times; about the 20th of November Richardson was at the Astor House; McFarland came in rather excited; he approached Richardson in a very threatening manner; Mr. Richardson cast his eye on him in a very cool manner, when McFarland went towards the window and soon after went out.

Cross-examined—Richardson carried a pistol during the war; never knew him to carry one afterwards.

Q. Do you believe in the Deity? A. I do.

Q. Do you believe in punishment hereafter? A. I believe in the theory of compensation.

Q. What consequence do you attach in your mind to the disregard of an oath? A. I believe it would entail loss of honor, respect, and spiritual unhappiness in this life and probably hereafter.

Q. Do you believe the Bible to be a work of Divine character? A. I do, some of it.

Question—Can't you say what part of the Bible you believe in? Answer—I believe in the general spirit of the Bible, and that God is good and just.

Q.—Do you know Amos J. Cummings? A. I do. I told him I thought Richardson would shoot McFarland, only he was afraid of hurting somebody else in the office; I do not know whether Runkle acted as counsel for Richardson on the examination before Judge Ledwith on the morning after the shooting; did not see him whisper to the Judge.

The Court took a recess.

Railroad Lease Ratified.

ALBANY, May 4.—At a meeting of the stockholders of the Albany and Susquehanna Railroad Company, it was unanimously resolved to ratify the lease of the road to the Delaware and Hudson Canal Company.

FROM THE STATE.

Destructive Fire in Chester.

Special Despatch to The Evening Telegraph.

CHESTER, May 4.—Yesterday morning about 3 o'clock the extensive cotton mill of Messrs. Brewster, McCree & Co., situated in the North ward, was destroyed by fire. The factory has not been in operation for some time, owing to a strike among the workmen, and the fire is supposed to have been the work of an incendiary. The loss is in the neighborhood of $60,000, which is partially covered by insurance.

FROM EUROPE.

This Morning's Quotations.

LONDON, May 4—11·30 A. M.—Consols 94 for both money and account. American securities steady; U. S. 5-20s of 1862, 88¾; of 1865, old, 88; of 1867, 90; 10-40s, 86. Stocks steady; Erie Railroad, 18¾; Illinois Central, 112; Great Western, 27¾.

LIVERPOOL, May 4—11·30 A. M.—Cotton quiet; middling uplands, 10¾d.; middling Orleans, 11⅛@11¾d. The sales to-day are estimated at 10,000 bales.

LONDON, May 4.—Sugar dull on the spot, quiet and steady afloat. Refined Petroleum quiet. Turpentine easier at 30s.@30s. 6d.

PARIS, May 4.—The Bourse opened firm. Rentes, 74f. 50c.

ANTWERP, May 4.—Petroleum opened quiet at 52¾f.

This Afternoon's Quotations.

LONDON, May 4—2 P. M.—Consols for money, 93¾; for account, 95⅛@95⅜ for June account. United States 5-20s of 1862, 88¾; of 1865, old, 88¼; of 1867, 90⅛.

LIVERPOOL, May 4—2 P. M.—California wheat, 9s. 6d.@9s. 7d. Pork firmer but not higher. Lard, 63s. 6d. Bacon, 63s. 6d. for short ribbed middles.

PARIS, May 4.—The Bourse is firmer. Rentes, 74f. 75c.

FRANKFORT, May 4.—5-20s opened heavy at 95.

HAVRE, May 4.—Cotton opened heavy.

Baltimore Produce Market.

BALTIMORE, May 4.—Cotton dull at 21¼c. Flour firm and active at previous quotations. Wheat less firm; Maryland red, $1·55@1·60; Pennsylvania, $1·48@1·50. Corn firm; white, $1·13@1·15; yellow, $1·13. Oats firm at 63@65c. Mess pork firm at $29@29·25. Bacon firm; rib sides, 16¾@17; clear do., 17¼c.; shoulders, 13½c. Hams, 19@20c. Lard firm at 17¾c. Whisky in good demand and scarce at $1·06@1·07.

Ship News.

FORTRESS MONROE, May 4.—Passed in for Baltimore, bark O. M. Hume and brig Red Wing, from Rio; brig Cleta, from Porto Rico; Island Lass and J. Paledo, from Matanzas; Cora, from Mayaguez; Lade and Oneita, from Messina; Executive, from Demarara; schooners Nellie Doe, from St Thomas, and Addie Fuller, from Porto Rico. Arrived, brigs Delphine and Bore, for orders from Rio. Passed out, brig Echo, for Porto Rico.

—Two colored members of the North Carolina Legislature have published an address to the colored people of the State, appealing to them to turn a deaf ear to the false stories and deceitful promises of agents who seek to entice them to Mississippi, Louisiana, and Texas.

—Boston saw with wonder, a few days ago, a woman seated on a pile of rubbish hard at work, with several male companions, chipping off the dried mortar from old bricks.

FIFTH EDITION

TEH LATEST NEWS.

FROM EUROPE.

This Evening's Quotations.

LONDON, May 4—Evening.—Consols closed at 94 for money, and 94⅛ for account. American securities quiet; 5-20s of 1862, 88⅝; of 1865, old, 88; and of 1867, 90; 10-40s, 85⅞. Railways quiet; Erie, 18¾; Illinois Central, 112; Atlantic and Great Western, 27⅛.

LIVERPOOL, May 4—Evening.—Cotton closed dull and unchanged. Sales to-day 10,000 bales, including 3000 for speculation and export. Turpentine, 29s. 9d.

LONDON, May 4—Evening.—Linseed Oil firm at £32.

Ship News.

LONDONDERRY, May 4.—Arrived, steamship North American, from New York.

CONGRESS.

House.

Continued from the Third Edition.

Bills were passed as follows:—To enable the Secretary of the Treasury to collect wrecked and abandoned property and derelict claims and dues belonging to the United States; to aid in the construction of the Oregon Branch of the Pacific Railroad; authorizing the Southern Minnesota Railroad Company to connect its line with the Northern Pacific Railroad.

Various propositions to amend were made and rejected, and objections to Mr. Morrell (Pa.) voting on the question of steel, on the ground of his being directly interested in the result, were made by Messrs. Cox and McNeely, and were overruled by the Chair.

In the course of the proceedings Mr. Brooks (N. Y.) stated that he could procure within forty-eight hours men of wealth who would deposit three million dollars in the Treasury, provided the twelve year patents for the Bessemer process were transferred to them and this bill passed and two cents per pound guaranteed to them for ten years.

On one of the many propositions offered no quorum voted, and there had to be a call of the roll, when 170 members

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

MR. GREELEY AND THE McFARLAND TRIAL.

From the N. Y. Times.

Mr. Horace Greeley has published a statement, to which his signature is attached, for the purpose of explaining the share he has had in the prosecution of McFarland. It will be remembered that he admitted in his evidence that he had been instrumental in engaging counsel for the prosecution, and that he was prepared to contribute towards the expense if he were asked to do so. Mr. Greeley now states his reasons for this active interference. Briefly stated, they are as follows:—The late Mr. Richardson was Mr. Greeley's friend. In Mr. Greeley's opinion the deceased has been "covered with obloquy." It was necessary to vindicate his memory from unjust aspersion, and therefore Mr. Greeley consulted with the District Attorney with regard to the employment of additional counsel.

To this statement of reasons Mr. Greeley adds certain reflections or observations which, as it appears to us, place him in a very paradoxical position. He writes, "Esteeming the hanging of sane men a mistake, I should contemplate the hanging of one insane with horror." This is quite consistent with the opinions generally ascribed to Mr. Greeley on this subject. But it is not consistent with his attempt to bring McFarland to the gallows, for that is the underlying tendency of his intervention in the prosecution. He did not employ counsel for the purpose of effecting the release of McFarland. If the prosecution succeeds, the prisoner will be found guilty, and the penalty of death would be the ordinary fate of a prisoner placed in that position. It was, therefore, actually to bring about the hanging of a fellow creature that Mr. Greeley worked when he aided the prosecution. A man who was opposed to capital punishment, and wished to act up to his principles, would have stood aloof from such a prosecution altogether. Mr. Greeley was especially bound to follow this course since, as we all remember, he could not bear to see even Jefferson Davis in prison, and was moved by the tenderness of his heart to set the captive free—and yet Jefferson Davis is responsible for more blood which ought to be precious to Mr. Greeley than is Daniel McFarland.

The assertion that the counsel was engaged to vindicate the memory of Mr. Richardson will not have much weight with the public. "The other story," writes Mr. Greeley, referring to the McFarland side in the affair, "has possession of the public ear." That is not the fact. The *Tribune* has from the first defended Mr. Richardson with great persistency, and resented any unfavorable allusion to any of Mr. Richardson's friends with extraordinary virulence. The Springfield *Republican* and several other papers have likewise come forward as the champions of Mr. Richardson, and every feature of his conduct has been presented in the most favorable light, from the day of the assassination to the present time. The eulogiums passed upon Mr. Richardson in the *Tribune* soon after the shooting occurred, were of the most glowing kind. It, moreover, attempted to anticipate the result of the trial in the following announcement:—"If this murderer had any provocation for his deed, we insist that it be known. * * * In this coming trial it is not alone the State of New York against Daniel McFarland. It is civilization against barbarism. It is the civil code against the code of the assassins." This was an appeal to passions and prejudices which no one can pronounce perfectly fair, under all the circumstances, and it is only an example of a great deal more which appeared in the *Tribune* about the same time. How, then, can Mr. Greeley say that McFarland's version of the story has possession of the public ear? The friends of the *Tribune* correspond largely with country papers, as any one may see who has recently looked over them. The means of publicity at their disposal have been freely—we may fairly say, unscrupulously—used, and perhaps there is absolutely nothing to be said in favor of Mr. Richardson which has not been already said hundreds of times.

It is absurd to complain, as the *Tribune* did the other day, that the present trial has "been made the foundation of a systematic, concerted attack" upon it. It has invited attack by putting itself so prominently in the foreground. It caused the public to understand that it wished the prosecution to succeed. It called loudly for a "relentless trial," and declared, as the above extract shows, that the very safety of society depended upon the result. Having done so much to identify itself with the prosecution, how can it now regard it as an injury that the public has accepted the position? Mr. Horace Greeley himself admits that he takes the deepest private interest in the prosecution. But could he not have done that without openly attempting to bring about the conviction of a prisoner who is liable to be executed if convicted?

THE NEW NEW JERSEY JUDGE.

From the N. Y. World.

We have every reason to believe that General Grant's ill luck in appointments, and especially judicial ones, is pursuing him, and that he has just made a huge mistake in New Jersey. In these respects he seems to have a "fate." When he tries—which he rarely does—to fly above the "personal" atmosphere which is so congenial, it seems as if there was a string tied to his leg, which is sure, after certain grotesque evolutions in the upper air, to bring him down to earth again. He has made this experiment in his selection of a successor to Judge Field. It was heralded that in selecting a Mr. Nixon, of lower West Jersey, resident of Bridgeton and editor of a State "Digest," he was carrying out the wishes and frustrated intentions of (in the Republican canon) the greatest of his predecessors, and is in fact administrator *de bonis non* of Mr. Lincoln. That Lincoln promised to appoint Nixon, but for good reasons didn't, and therefore Grant must and does. This is the poetical theory, while the fact is that in the choice the President has again, unconsciously perhaps, been a victim to a local manipulation which does him no credit. The bar, especially the Republican bar, of New Jersey stands amazed, if not aghast, so see such men as Frelinghuysen and Zabriskie, and James Wilson and Teneyck, passed by without a thought, and the little coterie which, in military phrase, rests upon the positions of Camden, Woodbury, and Bridgeton, with its base in Philadelphia, misleading the President into the choice of one, no doubt an estimable gentleman, with no accredited professional standing, and whose chief merit is, as we have said, that Mr. Lincoln would not appoint him. The only part of New Jersey that Grant knows anything about is within the circle of which Secretary Robeson and Senator Cattell—hybrids both—are the centres. Even when he selects a visitor to West Point he chooses a gallant soldier of ancient and gentle wars, whose chief political merit seems to be that he lives one-third of the year in Trenton and two-thirds in Philadelphia. Soldiers of real war and real Jerseymen were not thought of. The United States Marshal resides, we believe, at Salem, and thence has great facilities to watch the smugglers and whisky dealers of Bergen and Hudson; and so it is throughout. No State has been worse used than our neighbor across the river. When the law was passed remodelling the Circuit Courts, Pennsylvania had three judges—Grier, Cadwalader, and McCandless; New Jersey one—Field. Then it was that Mr. Bradley's name was appropriately brought forward, and to his nomination there could have been no objection. It would not have been necessary to make exile a condition of confirmation. But the Cattell-Robeson coterie did not care for Newark or East Jersey, or anything outside the huckleberry bushes; and the President, *tempore Corbin*, took a trip to Southwestern Pennsylvania, and, from among the sheep of Washington county, persuaded his "personal" friend, Mr. McKennan, to lay aside the crook and become an admiralty judge on the banks of the Delaware. So Pennsylvania got four out of the five. Mr. Bradley's appointment cannot be credited to New Jersey; for, as we have said, before he could be confirmed he had to abjure his State, and promise hereafter to live out of it. Nor have the means by which the new appointment has been secured been above suspicion. It is a fortnight since Judge Field's first and, we fear, fatal service. Within the last few days his resignation is announced, the fact being, as we are credibly informed, that the relinquishment of office, if ever consciously made, occurred coincidently with the attack of disease, and has been kept back till the President could be manipulated and Mr. Lincoln's ghost brought properly into play. The end of it all is that President Grant has made another mistake. We are very sorry for the Republican bar of New Jersey.

NEWSPAPERS.

From the N. Y. Tribune.

The *World*, in attempting to draw a newspaper moral from the recent stoppage of the morning edition of that able London paper, the *Pall Mall Gazette*, says:—

"The newspaper is rapidly developing by differentation. The journals of the future will be of two sorts—a journal for the few and a journal for the many. The former will be decorous and dear; there is reason to fear that the latter will be cheap and nasty. The one may be a paper 'written by gentlemen for gentlemen;' the other by blackguards for blackguards."

We are less interested in deciding what the "journal of the future" will be, than in trying to make the journal of the present what it ought to be. But we don't believe that the journals of the future will be of the "two sorts" indicated above, any more than the journals of the past, or of to-day, have been or are of these sorts only. We have as yet seen no reason to doubt the possibility of the existence of a journal for the many at once cheap and respectable, possessed of principle, ability, and popularity. If we had not for years felt assured of the practicability of such a journal—which is different from either of the "two sorts" mentioned by the *World*—we should not have remained in the newspaper business.

When, after classifying the journals of the future into two sorts, the *World* says that one kind will be written "by gentlemen for gentlemen, and the other by blackguards for blackguards," it loses sight of the fact that the great body of people in every city (New York included), are neither conventional gentlemen nor blackguards. The majority of newspaper readers in New York are merchants and traders, shopkeepers and their clerks, manufacturers and their employes, professional men, artisans, mechanics, and working people generally—who cannot very well be said to belong to what Wendell Phillips designates as the "vulgar class which in this country call themselves gentlemen." They are "the many" whom the *World* discriminates from "the few" who are expected to support the dear and gentlemanly journal. But they are not "blackguards," though they are the many. It is to this body of merchants, workingmen, and professional people that we constantly look for support, and we assure the *World* that it is better for a newspaper to be sustained by such readers than to cater for blackguards and snobs.

The *World* overlooks the real life and function of the press, as well as its true basis of power and popularity. The "journal of the future," as well the journal of the present, should be the exponent and upholder of ideas and principles that will elevate man and society—that will give honesty to life, integrity to business, honor to legislation, and justice to the administration of affairs. Journalism is only worthy of existence when it seeks to do this: newspapers would be contemptible and infamous if there were only the "two sorts" described by the *World*.

THE HOWARD INVESTIGATION.

From the N. Y. Journal of Commerce.

Some of the ablest radical newspapers in the country are making powerful efforts to clear General Howard in advance of the investigating committee's report. They heap unmeasured abuse upon Mr. Wood for having moved the inquiry. They refer to the General's war record and his reputation for Christianity and philanthropy, as if these things made it morally impossible that he should have speculated in patent bricks, lumber, and building lots, and in other ways taken advantage of his official position in the Freedmen's Bureau to fill his pockets and those of his nearest of kin. This is all irrelevant to the case. General Howard is distinctly accused by Mr. Wood of making improper use of the Freedmen's Bureau funds, and enriching himself disreputably out of the opportunities of his position. The question to be tried by the committee is one of facts. It matters not what the General's war record may have been. Suppose him to have been a soldier of the highest capacity—which is disputed—then what? It does not follow that he is a man of honesty and capacity enough to manage a responsible civic trust. Instances are common of generals, even those of undisputed ability, who lacked honor and integrity. We are equally indisposed to have our judgment dazzled by the citation of the General's career as a professor of religion and a friend of the oppressed, remembering how often it happens that the cloak of piety and philanthropy is used to shelter the most selfish and sordid of aims. Whatever claims to a spotless character General Howard's friends can set up for him should have their weight in influencing us not to prejudge him; but we cannot allow them to override facts. But this is precisely what his partisan and interested admirers insist that we should do. They would have us dismiss that may be damaging in the evidence, out of consideration for the Christian and humanitarian and patriotic reputation that he has achieved and worn. This we cannot do. But we will leave the investigation uncommented on until it is completed. We will not bring a pressure to bear upon General Howard as his intemperate radical friends have done upon Mr. Wood, and upon all others who believe with him that the Freedmen's Bureau is a rotten affair and its commissioner an incapable and in every way unfit man for the place. If General Howard shall be acquitted, we shall rejoice in his exculpation, provided there is no concealment or distortion of facts, or whitewashing in the committee's report. But the General's reputation, however high it may be and dear to him and his friends, is as nothing in comparison to the supreme importance of integrity in the administration of public duties. And if he should be proved guilty of any one of the misdeeds that Mr. Wood confidently accuses him of, out he should go at once, and into disgrace all the more whelming, because of the fictitious (as in that event it would be demonstrated to be) character which he has enjoyed for Christian rectitude and humanitarianism. The acquittal of General Howard, should the facts really support all or any of Mr. Wood's charges, would be a grave injury to the cause of official fidelity in all departments of the Government.

REVENUE REFORM.

From the N. Y. Evening Post.

It is one of the infrequent but pungent delights of the revenue reformer, to agree heartily with the *Tribune*. That journal has been retained to defend monopoly and privilege under the name of "protection;" but its natural instincts are so strongly for liberty; its long habit of fighting against one form of slavery has given such a prepossession against all other forms of slavery, that it does more hurt than good to the cause of monopoly, and to those who employ it to defend the enslavement of trade. Thus, while in one column it supports the atrocious salt monopoly and earns the gratitude of the tyrants of Syracuse who nearly double the price of salt to American farmers by the duty which the *Tribune* has to support, in another, one of its leading writers, making confession of what he knows of farming, laments that "salt is too dear for general use as a fertilizer;" and adds, "where the refuse produce of salt works can be cheaply bought, good farmers will eagerly compete for it, if their lands are all like mine."

So, a few days ago, revenue reformers were favored by the *Tribune* with a definition so accurate, so precise and concise, of their principles, many of us suspected that only a strong desire to help along the great cause of revenue reform or free trade could have led to the insertion of that definition in a journal which apparently belongs to the monopolists.

"They are free-traders," said the *Tribune*, speaking of the opponents of the Schenck tariff; "that is to say, their distinguishing tenet is known to the world as free trade. They mean that no duty should be imposed on the importation of foreign products except for revenue, and that the highest rate on any article shall be that which will put most money into the treasury. That is a distinct, definite principle, and is everywhere known as free trade."

Few free traders or revenue reformers in the whole land could have stated the case better or more accurately. We hold that no duty or tax of any kind ought to be laid by the Government upon the people, except for revenue; we hold further that all taxes, whether external or internal, ought to be made as simple as possible; that the experience of other countries and of our own shows that an abundant revenue can be collected from a few articles, with less trouble to the people than from many articles; and finally, we hold that the less Government interferes with the business of the people the better off the people will be.

And we point to facts in our own experience to prove the truth of these statements. When the war began, in 1861, in order to raise a large revenue, it was thought necessary to tax everything, home made or foreign, which the people used. Our tax schedule, internal and external, contained at one time the names of more than twelve thousand articles; and an American citizen was so covered and bounded with taxes that he could scarcely breathe—could certainly not exist—without paying tribute to the treasury.

So imperative was the necessity for a great revenue that Congress, seeing that money came in, and ignorant of the principles of taxation, would not venture on a change, until, with the end of the war, less revenue was needed. Since then, slowly and cautiously, the once insignificant free list has been largely increased; this has been done to decrease the revenue; but so beneficial is freedom that it may be said every addition to the free list has brought an increase of the revenue; and only by the most sweeping and general reductions has the revenue been kept down.

It is the duty of Congress to continue the simplification of the tax system by abolishing unproductive taxes, and by cutting off those which bear most injuriously or oppressively upon the people. We who urge this duty upon Congress are denounced by the monopolists, and it is attempted to make the name "Revenue Reformer" odious.

Yet Congress is compelled to do what we ask. It has repeatedly revised and reformed the internal tax system; and will, at the present session, still further benefit the people by abolishing the tax on sales and all or most of the special taxes, and reducing the income tax to three per cent. It ought at the same time to revise the external taxes; but this is resisted by the monopolists, who have organized a huge lobby to keep their plunder. There is no reason why the people should pay the pig-iron masters twenty millions, for one million of revenue secured to the Government; but the pig-iron lobby and the *Tribune* defend this monstrous robbery under the specious name of "protection," and the agents of the pig iron, salt, lumber, coal, and copper monopolists, in Congress, have now wasted two long months in a struggle for the "protection" of these robbers.

They have been steadily beaten; the House is no longer in the humor to do their bidding; only last week Kelley was laughed down; the Schenck bill has been so amended that it now pleases the free traders better than it does the monopolists; and so weak have these last become, that it is doubtful even if they can prevent the passage of the bill, now so hateful to them. Meantime, the Republican party in the West, Northwest, and East is rallying for revenue reform; and there is little doubt that in the next fall elections the monopolists will be overthrown and the Republican party will elect revenue reform men to Congress from almost every district which it can carry.

EDUCATIONAL.

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LIFE INSURANCE

Statement of the Condition
OF THE
MASSACHUSETTS MUTUAL
Life Insurance Company
OF
Springfield, Mass.,
ON THE 31st DAY OF DECEMBER, 1869.

State of Massachusetts, County of Hampden, ss:—

Be it remembered that, on this 31st day of January, A. D. 1870, before the subscriber, a Commissioner in and for the State of Pennsylvania, duly commissioned and authorized by the Governor of the State of Pennsylvania to take the acknowledgment of deeds and other writings, to be used and recorded in the said State of Pennsylvania, and to administer oaths and affirmations, personally appeared Caleb Rice, President of the Massachusetts Mutual Life Insurance Company, and made oath that the following is a true statement of the condition of said Insurance Company upon the 31st day of December, A. D. 1869.

And I further certify that I have made personal examination of the condition of said Massachusetts Mutual Life Insurance Company on this day, and am satisfied they have assets safely invested to the amount of 2,879,-967 37-100 dollars. That I have examined the securities now in the hands of the company, as set forth in the annexed statement, and the same are of the value represented in the statement. I further certify that I am not interested in the affairs of said company.

In witness whereof I have hereunto set my hand and affixed my official seal this 31st day of January, A. D. 1870.

SEAL. GEORGE WALKER,
Commissioner for the State of Pennsylvania.

FIRST.

Capital Stock	Nothing. Purely Mutual.

SECOND.

The value as nearly as may be held by the Company	$97,000·00
Cash on hand	3,834·79
Cash in First and Second National Banks of Springfield	25,206·75
Cash in hands of agents in course of transmission	36,369·97
Amount of loan secured by bonds and mortgages, constituting the first lien on real estate on which there is less than one year's interest due and owing	1,043,138·61
Amount of loans on which interest has not been paid within one year	
Amount of stocks owned by the company, specifying the number of shares and their par and market value:—	

	Par value.	Market value.
458 shares National Bank Stock	$45,800·00	$62,111·76
Government Bonds	258,700·96	297,553·00
New York, Missouri, and Michigan State Bonds	94,000·00	98,920·00
Railroad Bonds and City of Springfield Bond ($300)	76,000·00	83,655·00
		$541,239·00

Amount of Stocks held by the Company as collateral security for Loans, with the amount loaned on each kind of stock, its par and market value:—

	Par Value.	Market Value.	Amount Loaned thereon.
15 shares Glasgow Manufacturing Stock	$1,500·00	$1,875·00	$1,275·00
50 shares National Park Bank	5,000·00	8,000·00	5,000·00
24 shares Chickopee National Bank	2,400·00	3,480·00	2,000·00
56 shares Boston and Albany Railroad stock	5,500·00	7,865·00	7,750·00
3 shares Third National Bank stock	300·00	375·00	300·00
120 shares Agawam Canal Co.	6,000·00	6,000·00	
8 shares Second National Bank	800·00	1,340·00	2,800·00
5 shares Riverside Paper Co.	5,000·00	6,250·00	
80 shares Westfield Gas-light Co., with sureties	8,000·00	8,000·00	8,000·00
2 U. S. bonds, $100 each	200·00	238·00	200·00
36 shares Chicopee National Bank stock	3,600·00	5,220·00	1,550·00
3 U. S. bonds, $500 each	1,500·00	1,755·00	1,500·00
1 " " $500	500·00	585·00	500·00
50 shares National Park Bank stock	5,000·00	8,000·00	5,000·00
3 shares Benris Paper Co.	3,000·00	4,500·00	2,500·00
11 shares Pynchon National Bank stock	1,100·00	1,705·00	
5 shares John Hancock National Bank stock	500·00	600·00	4,400·00
8 shares Leicester National Bank stock	800·00	880·00	
30 shares Worcester Gas-light Co.	3,000·00	2,750·00	
4 U. S. bonds of 1881	3,000·00	3,570·00	3,000·00
2 " "	2,000·00	2,380·00	2,000·00
49 shares Hartford and New Haven Railroad stock	4,900·00	10,535·00	5,000·00
18 shares New York and New Haven R. R. stock	1,800·00	2,484·00	2,090·00
1 bond Council Bluffs and St. Joseph Railroad	1,000·00	900·00	
10 shares Continental National Bank stock	1,000·00	980·00	
10 shares American Ex. National Bank stock	1,000·00	1,120·00	3,500·00
10 shares Importers and Traders' National Bank stock	1,000·00	1,400·00	
4 bonds Council Bluffs and St. Joseph R. R.	4,000·00	3,600·00	
10 shares Springfield Aqueduct Co.	1,000·00	1,100·00	10,000·00
5 shales Benris Paper Co.	5,000·00	7,500·00	
12 shares Chicopee National Bank	1,200·00	1,740·00	
	$71,700·00	$107,657·00	$63,275·00
Interest on investments due and unpaid			981·37
Accrued interest not yet due			94,912·38
Other available miscellaneous assets, specifying their character and value			
Accrued rents			1,262·50
Office furniture			5,368·62
Premiums in hands of agents, less cash in course of transmission			137,002·07
Deferred premiums (quarterly and semi-annually)			167,387·01
Loans on sureties			4,066.94
Loans on policies			1,750·00
Loan Notes			681,326·81

THIRD.

Amount of losses during the year adjusted but not due	44,000·00
Amount of losses reported to the company, but not acted upon	6,500·00
Amount of losses resisted by the company	15,500·00
Amount of losses in suspense, awaiting further proof	10,000·00
Amount of dividends due and in course of payment	169,798·34
Amount required to safely reinsure all outstandi. g risks at 4 per cent. combined experience \ bie	2,481,024·87

FOURTH.

Amount of cash premiums received	644,833·44
Promissory or loan notes	355,094·63
Interest received from investments	158,829·74
Rents received	6,485 21
Total income	$1,166,223·02

FIFTH.

Amount of losses paid during the year	$270,800·00
Amount paid and owing for reinsurance premiums	$289·55
Amount of returned premiums, whether paid or unpaid	$198,391·89
Amount of dividends declared during the year	$203,986·03
Amount of dividends paid	$215,756·92
Amount of expenses paid during the year, including commissions paid to agents and officers' salaries	$169,472·61
Amount of taxes paid by the company	$8,589·78
Amount of all other expenses and expenditures	$48,898·57

Purely Mutual.
No Capital Stock.
INCORPORATED 1851.

OFFICERS:
CALEB RICE, President.
E. W. BOND, Vice-President.
CHAS. McLEAN KNOX, Secretary.
J. W. MASON, Actuary.

JOHN KNOX MARSHALL,
STATE AGENT AND ATTORNEY,
OFFICES:
S. E Corner SIXTH and WALNUT Sts.,
4 25 mw(6t) PHILADELPHIA.
ROBERT P. HARRIS, Medical Examiner.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the world.
INLAND INSURANCES
On goods by river, canal, lake and land carriage to all parts of the Union.
FIRE INSURANCES
Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY
November 1, 1869.

$200,000 United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000 United States Six Per Cent. Loan (lawful money)	107,750·00
80,000 United States Six Per Cent. Loan, 1881	80,000·00
200,000 State of Pennsylvania Six Per Cent. Loan	213,250·00
200,000 City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000 State of New Jersey Six Per Cent. Loan	92,000·00
90,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
25,000 Pennsylvania Railroad Second mortgage Six per Cent. Bonds	23,625·00
25,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
20,000 State of Tennessee Five Per Cent. Loan	15,000·00
7,000 State of Tennessee Six Per Cent. Loan	4,270·00
12,500 Pennsylvania Railroad Company, 250 shares stock	14,000·00
5,000 North Pennsylvania Railroad Company, 100 shares stock	2,900·00
10,000 Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
$46,900 Loans on Bond and Mortgage, first liens on City Properties	$46,900·00
$1,231,400 Par. Cost, $1,215,622·21.	Market value, $1,255,270·00
Real Estate	35,000·00
Bills Receivable for Insurances made	$23,700·75
Balances due at Agencies:—	
Premiums on Marine Policies, Accrued Interest, and other debts due the Company	65,097·95
Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	2,740·20
Cash in Bank	$168,318·88
Cash in Drawer	972·26
	169,291·14
	$1,352,100·04

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Theophilus Paulding,	H. Jones Brooke,
James Traquair,	Edward Lafourcade,
Henry Sloan,	Jacob Riegel,
Henry C. Dallett, Jr.,	Jacob P. Jones,
James C. Hand,	James B. McFarland,
William C. Ludwig,	Joshua P. Eyre,
Joseph H. Seal,	Spencer McIlvain,
Hugh Craig,	J. B. Semple, Pittsburg,
John D. Taylor,	A. B. Berger, Pittsburg,
George W. Bernadou,	D. T. Morgan, Pittsburg
William C. Houston,	

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 1 1

HOMESTEAD
LIFE INSURANCE COMPANY.
Policies Issued on all the Ordinary Plans,
AT LOW RATES OF PREMIUM,
With full participation in the Profits.
All Policies Non-Forfeitable.
Ful Cash Surrender Indorsed on Each Policy.
NO RESTRICTIONS AS TO TRAVEL OR RESIDENCE.
The form of policy adopted is a plain and simple contract, precise and definite in its terms, and free from ambiguous conditions and restrictions.
Special attention is called to the
HOMESTEAD PLAN
this Company, offering the
COMBINED ADVANTAGES
OF THE
Building Association
AND OF
Life Insurance.
Every Policy Holder Secures a House of His Own.
Descriptive Pamphlets, with Rates, furnished on application to the Company.
OFFICE,
N. W. corner Seventh and Chesnut Sts.
PHILADELPHIA.
WILLIAM M. SEYFERT, President.
LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.
D. HAYES AGNEW, M. D., Medical Director. WILLIAM L. HIRST Counsel.

DIRECTORS.

Wm. M. Seyfert,	Wm. B. Reaney,
Laurence Myers,	Edward Samuel,
J. M. Myers,	H. P. Muirhead,
Wm. S. McManus,	Clayton McMichael. (4 9 6m

1829. CHARTER PERPETUAL. 1870.
Franklin Fire Insurance Company
OF PHILADELPHIA.
Office, Nos. 435 and 437 CHESNUT St.
Assets Jan. 1, '70, $2,825,731·67

CAPITAL	$400,000·00
ACCRUED SURPLUS AND PREMIUMS	2,425,731·67
INCOME FOR 1869, $810,000.	LOSSES PAID IN 1869 $144,908·42.

Losses paid since 1829 over $5,500,000
Perpetual and Temporary Policies on Liberal Terms. The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages. The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary.
THEODORE M. REGER, Assistant Secretary. 2 19

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.
This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.
Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	John Devereux,
Alexander Benson,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
	Daniel Haddock, Jr.

DANIEL SMITH, Jr., President.
WM. G. CROWELL, Secretary. 3 30

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
Office S. W. corner of FOURTH and WALNUT Streets
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
CASH Capital (paid up in full) $200,000·00
Cash Assets, Jan. 1, 1870 $524,365 1

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer
Nalbro Frazier,	James L. Claghorn,
John M. Atwood,	Wm. G. Boulton,
Benj. T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomery,
John B. Brown,	James M. Aertsen.

F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

INSURANCE.

INSURANCE COMPANY
NORTH AMERICA.
JANUARY 1, 1870.
Incorporated 1794. Charter Perpetual.

CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$23,000,000
Receipts of Premiums, 1869	$1,991,837·45
Interest from Investments, '69.	114,696·74
	$2,106,534·19
Losses paid, 1869	$1,035,356·84

Statement of the Assets.

First Mortgages on City Property	$766,450
United States Government and other Loan Bonds	1,123,866
Railroad, Bank and Canal Stocks	85,708
Cash in Bank and Office	247,620
Loans on Collateral Security	32,858
Notes Receivable, mostly Marine Premiums	231,944
Accrued Interest	20,357
Premiums in course of transmission	85,196
Unsettled Marine Premiums	100,800
Real Estate, Office of Company, Philadelphia	30,000
	$2,783,581

DIRECTORS.

Arthur G. Coffin,	Francis R. Cope,
Samuel W. Jones,	Edward H. Trotter,
John A. Brown,	Edward S. Clarke,
Charles Taylor,	T. Charlton Henry,
Ambrose White,	Alfred D. Jessup,
William Welsh,	Louis C. Madeira,
S. Morris Waln,	Charles W. Cushman,
John Mason,	Clement A. Griscom,
George L. Harrison,	William Brockie.

ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary. 3 4

ASBURY
LIFE INSURANCE CO., N. Y.
Number of Policies issued by the five largest New York Companies during the first years of their existence:—

MUTUAL (23 months)	1022
NEW YORK (18 months)	1081
MANHATTAN (17 months)	963
KNICKERBOCKER (20 months)	669
EQUITABLE (17 months)	886

During the 21 months of its existence the
ASBURY
HAS ISSUED 2600 POLICIES,
INSURING NEARLY $6,000,000.
Reliable Canvassing Agents wanted throughout the country.
JAMES M. LONGACRE,
Manager for Pennsylvania and Delaware.
Office, No. 302 WALNUT Street, Philadelphia.
SAMUEL POWERS, Special Agent. 16

FIRE ASSOCIATION.
INCORPORATED MARCH 27, 1820.
OFFICE,
NO. 34 NORTH FIFTH STREET
INSURE
BUILD HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY,
From Loss by Fire (in the City of Philadelphia only).
ASSETS, JANUARY 1, 1870, $1,572,732·25.

TRUSTEES.

WM. H. HAMILTON,	CHARLES P. BOWER,
JOHN CARROW,	JESSE LIGHTFOOT,
GEORGE I. YOUNG,	ROBT. SHOEMAKER,
JOS. R. LYNDALL,	PETER ARMBRUSTER,
LEVI P. COATS,	M. H. DICKINSON
SAMUEL SPARHAWK,	PETER WILLIAMSON,
	JOSEPH E. SCHELL.

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM T. BUTLER Secretary.
3 5

FAME INSURANCE COMPANY
No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insurance against Loss or Damage by Fire either by Perpetual or Temporary Policies.

DIRECTORS.

Charles Richardson,	Robert Pearce,
William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward B. Orne,
John F. Smith,	Charles Stokes,
Nathan Hilles,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD, Secretary. 7 23

IMPERIAL FIRE INSURANCE CO.,
LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
2 4 No. 107 S. THIRD Street, Philadelphia.
CHAS. M. PREVOST CHAS. P. HERRING

WHISKY, WINE, ETC.
CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts.,
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES,
IN BOND AND TAX PAID. 5 28 2p5

LITIZ CURRANT WINE.
ALBERT C. ROBERTS,
Dealer in every Description of Fine Groceries,
11 7 Corner ELEVENTH and VINE Street.

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies,
No. 146 North SECOND Street,
Philadelphia.

COAL.
PERCIVAL E. BELL. HEWSON NEAFIE
PERCIVAL E. BELL & CO.,
DEALERS IN
Lehigh and Schuylkill Coal,
DEPOT: No. 1336 North NINTH Street,
1 7½ West Side, below Master.
Branch Office, No. 407 RICHMOND Street.

WHEELER'S
PATENT STAMP CANCELERS.
EDWIN STEVENS,
No. 41 S. THIRD Street,
PHILADELPHIA, [3 31tf
General Agent for the State of Pennsylvania.

CORDAGE.
Manilla, Sisal and Tarred Cordage,
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.

COTTON SAIL DUCK AND CANVAS, of all numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.
JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores.

NEWS SUMMARY.

City Affairs.

—Coroner Taylor held an inquest on Monday evening upon the body of James Gunn, aged two years. It appears from the testimony that George Bowen and James Clay were putting up a fence and a double gate on Hancock street, below Columbia avenue. They stood the gate upon two stones and in he place it was to occupy, and left to get ome tools. While away the gate fell upon he little fellow, killing him instantly. A verdict of accidental death was rendered, and Bowen and Clay, who were arrested, were discharged.

Also, upon the body of George Metcalfe, aged seventy-eight years, who committed suicide early yesterday morning, by cutting his throat with a razor. The testimony disclosed that he had been laboring under a depression of mind relative to his pecuniary circumstances. A verdict accordingly was rendered.

Also in the case of James Conroy, who died at the Episcopal Hospital on Sunday last, from injuries received by being caught between two cars on the Reading Railroad, at the Falls of Schuylkill, on the preceding Tuesday. A verdict of accidental death was rendered.

—Jacob Armstrong, residing at No. 1237 Alder street, was taken home yesterday, with severe injuries, caused as alleged by his having been thrown down stairs at a house on Girard avenue. He remained insensible all day.

—Yesterday afternoon a pair of horses attached to a carriage took fright at Passyunk road and Federal street and ran off. The occupants of the vehicle, John Gates, aged nine years, residing at No. 1150 Passyunk road, and Frederick Sowers, aged eleven years, living at No. 1151 Passyunk road, were thrown out and dangerously injured. They were removed to their homes. The team belonged to Mr. James Elliott.

—The annual meeting and election of officers of the Musical Fund Society took place last night at Musical Fund Hall.

By the terms of the constitution one-third of the Board of Directors are to be elected each year, and those last night elected, in accordance with said rule, were Messrs. Joseph W. Drexel, William L. Dunglison, F. A. Klemm, Charles E. Lex, Thomas R. Maris, H. P. Perdreaux, Charles P. Turner, M. D., and Thomas Sully.

These, in conjunction with the members of the board holding over, will meet next Tuesday evening, elect officers for the ensuing year, and attend to further business of an interesting and important character.

—The annual meeting of the Newsboys' Home Association was held yesterday afternoon at the Home. Owing to the illness of Charles Gibbons, Esq., President of the association, the Rev. Wilbur F. Paddock was called upon to preside. After the reading of the report an election for officers to serve for the ensuing year was held.

—Last evening the Woman's Foreign Missionary Society of the Methodist Episcopal Church held a meeting at the Green Street M. E. Church. Quite a large audience was present. Colonel John Wright acted as chairman. The exercises were opened with singing and prayer.

An address was then delivered by Rev. J. D. Brown, a returned missionary, on "Woman's Work in India."

—Last evening the thirty-eighth anniversary of the Northern Liberties Bible Society was held in the Fifth Street Methodist Church, Fifth street, below Green. The attendance was quite large. The exercises were opened with singing, after which prayer was offered by the pastor, Rev. J. Todd.

The thirty-eighth annual report of the society was then read.

A Dampener to Congressman O'Neill—"Neither a First-class Lawyer nor a Business Man"—John Price Wetherill his Proposed Successor.—At a meeting, largely attended, of the Republican voters of the Tenth ward, held at the northeast corner of Broad and Race streets, at which Josiah Kisterbock, Esq., presided, Joshua Spering, Esq., offered the following preamble and resolutions:—

Whereas, A crisis has arrived when the industrial interests of the nation are imperilled by a most determined free-trade assault, backed by both domestic and foreign capital, and when an especial aim with the enemies of home industry seems to be to injure the manufactures of Pennsylvania, and to render our State a subject of unjust reproach on account of her persistent adhesion to the policy of protection; and

Whereas, It is most important that at such a time we should be represented in Congress by our strongest and best men, in order that the Commonwealth may command respect by the high-minded independence and integrity, as well as eminent personal worth of her delegates, and at the same time have men there qualified by education and long experience to speak knowingly of the industrial and commercial interests of our State and city: therefore

Resolved, That we present to the citizens of the Second Congressional district the name of John Price Wetherill, a manufacturer and merchant of the third generation, in connection with the trade and industry of this city, a gentleman of liberal education, of large means and independent position, long identified with public affairs as a member of our municipal Councils, a member of the Board of Trade, and for years an active, useful, and influential business man.

Resolved, That such a man in Congress would be able to bring to the legislation of the republic an amount of experience and practical ability in finance, commerce, industry, and general trade that would be of vast benefit to the public interests and of essential service to our city and State, and that we therefore ask the citizens of the district to nominate him, in the confident belief that they could make no other selection at all so fitting at a time like the present.

Before offering the resolves Mr. Spering testified to the great need of having a live, active, intelligent business man in Congress to guard the interests of both city and State. The gentlemen who had inaugurated this movement thought Mr. Wetherill eminently fitted for the honor of not only a Congressional nomination but election.

G. M. Kennedy, Esq., followed with the declaration that the members of the Republican party were convinced that its salvation could only be secured by a radical reform in their representatives at Harrisburg, Washington and in Councils as well. He deprecated the present system of letting delegates, at primary meetings sparsely attended, rule the nominations, and making a ticket which the party was forced to swallow whole "with the devil upon it." He declared that the Second Congressional district owed it to itself to be represented in Washington by either a first-rate lawyer or a first-rate business man. He didn't want to take any exceptions to the personal character of the present Representative, Mr. O'Neill. He votes right, but the district wanted something more than mere voting right. It wanted a man that could uphold and protect and defend with his voice those great industrial interests of the city of Philadelphia. Such a man must either be a first-rate lawyer or a business man that has a practical knowledge of the wants and conditions of our industries which enables him to talk common sense if he cannot make eloquent speeches. He regarded Mr. O'Neill as a very clever man, very clever indeed. But this did not make Mr. O'Neill a first-rate lawyer or a first-rate business man, and this being the case in him, the district is not fitly or right-

on to the general subject of corruption and bribery in our Legislature, and declared that if the Republican party persisted in sending "ring" politicians there, "it would be damned and ought to be damned."

Domestic Affairs.

—Gold closed yesterday at 114¾.

—Riehl has made an arrangement with the Hudson Bay Company.

—One hundred and forty thousand dollars is the amount of the Stanton fund.

—Nothing has yet been done with the Funding bill by the House Committee.

—An Agricultural and Emigration Convention is in session in Charleston, S. C.

—General Schenck thinks the Tariff bill will be got through the House next week.

—The will of the late E. M. Stanton was admitted to probate in Washington yesterday.

—General Garfield's Currency bill is not likely to be reached for action by the House this session.

—At least five special Treasury agents will have to be removed by Mr. Boutwell in consequence of the passage of the bill relating to those officials.

—A bill, making the Northwest Territory a province of the Dominion, under the name of Manitoba, has been introduced in the Canadian Parliament.

—Captain Story, a Deputy United States Marshal, was shot and killed at Salt Lake City, on Monday, by a desperado whom he was about to arrest. The murderer was shot by the Mormons.

—Sioux Indians have made hostile demonstrations at the Hudson Bay Company's fort at White Horse Plains, and a general Sioux war is apprehended by the American settlers over the line.

—In the United States Senate, yesterday, after the close of our report, a bill granting land to the Omaha and Northwestern Railroad was passed, an amendment offered by Mr. Saulsbury, to grant 200,000 acres to the Junction and Breakwater Railroad, in Delaware, having been rejected. A conference report on the Census bill was agreed to. The bill limiting the number of special Treasury agents to fifty-three was passed, with an amendment restricting their allowance to per diem and actual expenses.

In the House, in Committee of the Whole, the duty on all cast or other steel in ingots, blooms or billets, and on wrought steel in bars, rods, sheets, etc., was reduced from 3¼ to 2½ cents per pound. On steel of circular shapes, and all not otherwise provided for, a reduction of ½ cent was made. The paragraph taxing steel railway bars, including those made by the Bessemer process, 2 cents per pound, was amended so as to make the duty $36 per ton, but without finally disposing of the matter the committee rose and the House adjourned.

Foreign Affairs.

—A serious riot occurred at St. Quentin, France, on Monday.

—Garibaldi is out in a manifesto, urging the French army to revolt.

—Further arrests have been made in Paris in connection with the conspiracy against Napoleon's life.

—A rebellion has broken out among the Kirghiz tribe, on the shores of the Caspian Sea.

—The revolutionary journals of Paris altogether discredit the conspiracy story. For this the *Journal Officiel* takes them to task.

—Ollivier declares, through the *Moniteur*, that the Government will not fall into a policy of reaction, although compelled to take aggressive measures against its enemies.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

Sun Rises..... 4·55 | Moon Sets..... 10·39
Sun Sets..... 6·59 | High Water..... 4·10

PHILADELPHIA BOARD OF TRADE.

J. Price Wetherill, Henry Winsor, George N. Allen, } Committee of the Month.

COMMITTEE ON ARBITRATION.

John O. James, Geo. L. Buzby, E. A. Souder, Wm. W. Paul, Thomas L. Gillespie.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

City of Dublin	Liverpool	New York	April 16
Siberia	Liverpool	New York v B.	April 19
Holland	Liverpool	New York	April 20
Australia	Glasgow	New York	April 22
Saxonia	Havre	New York	April 23
Smidt	Bremen	New York	April 23
Bellona	London	New York	April 23
City of Cork	Liverpool	New York v. B.	April 23

FOR EUROPE.

China	New York	Liverpool	May 4
Nebraska	New York	Liverpool	May 4
New York	New York	Bremen	May 5
Tripoli	New York	Liverpool	May 5
Malta	New York	Liverpool	May 7
C. of Antwerp	New York	Liverpool	May 7
Anglia	New York	Glasgow	May 7
Deutschland	New York	Bremen	May 7
Pereire	New York	Havre	May 14
C. of Brussels	New York	Liverpool	May 14
C. of Cork	New York	Liverpool v. H.	May 17
C. of London	New York	Liverpool	May 21
Bellona	New York	London	May 21

COASTWISE, DOMESTIC, ETC.

Prometheus	Philadelphia	Charleston	May 5
Missouri	New York	Havana	May 5
Alaska	New York	Aspinwall	May 5
Pioneer	Philadelphia	Wilmington	May 6
Tonawanda	Philadelphia	Savannah	May 7
Yazoo	Philadelphia	New Orleans	May 10

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Steamship Volunteer, Jones, New York, J. F. Ohl.
Steamship Fanita, Freeman, New York, John F. Ohl.
Steamer F. Franklin, Pierson, Baltimore, A. Groves, Jr.
Bark Sicilian, Percival, Boston, Knight & Sons.
Brig Kennebeck, Minott, Charleston, S. C., C. Haslam & Co.
Brig J. Howland, Freeman, Barbados, Warren & Gregg.
Schr C. A. Jones, Griffin, Boston, do.
Schr A. M. Flanagan, Snyder, Savannah, S. Lathbury & Co.
Schr Charlie and Willie, Thomas, Portland, Lennox & Burgess.

ARRIVED YESTERDAY.

Steamer S. F. Phelps, Brown, 24 hours from New York, with mdse. to W. M. Baird & Co.
Steamer Mars, Grumley, 24 hours from New York, with mdse. to W. M. Baird & Co.
Norw. bark Udjus, Olsen, 70 days from Newcastle, Eng., with mdse. to L. Westergaard & Co.
Br. bark Amphion, Reese, 87 days from London via Falmouth, with mdse. to Peter Wright & Sons.
Brig Gazelle, Cole, 43 days from Messina, with fruit and brimstone to Selser & Bro.
Schr C. E. Elmer, Corson, 10 days from Cardenas, with sugar to C. & C. M. O'Callaghan.
Schr Flora, Smith, 22 days from Pensacola, with lumber to Patterson & Lippincott.
Schr Island Belle, Pierce, 6 days from Charleston, with lumber to Lennox & Burgess.
Schr Eliza and Rebecca, Price, 5 days from Boston, in ballast to captain.

BELOW.

Schrs E. G. Knight, from Cardenas, and Stampede, from Porto Rico.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

New York Office, May 3.—No tow will leave tonight.

Baltimore Branch Office, May 3.—The following barges leave in tow to-night, eastward:—

Kate Stewart, Neponset, E. F. George, Osprey, and P. McDevitt, all with coal for New York.

H. S. Armstrong and Catharine Terrence, with coal, for Bridgeton.

Sunshine, with coal, for Philadelphia. L. S. C.

MEMORANDA.

Steamship Centipede, Doughty, for Philadelphia, from Savannah 30th ult., has on board 476 bales upland cotton, 5 bags sea island do., 6880 feet lumber, 122 bales domestics, 60 boxes green peas, 124¼ tons

Steamship Wyoming, Teal, hence, at Savannah yesterday.

Steamship Norman, Nickerson, hence, at Boston 2d inst.

Steamship Norfolk, Platt, for Philadelphia, sailed from Norfolk A. M. 2d inst.

Bark J. B. Duffus, Blanvelt, from Liverpool 22d March for Philadelphia, was spoken 30th ult. lat. 41 10, long. 66.

Bark Sea Eagle, Duryea, at Havana 24th ult. from New York, and sailed 28th for Philadelphia.

Bark Rachel, Norton, sailed from Matanzas 25th ult., reported for Philadelphia.

Bark Ann Elizabeth, Phelan, hence, at Cardenas 25th ult.

Bark Nashwank, Leblane, sailed from Cardenas 29th ult., for north of Hatteras.

Brig Lucy W. Snow, Hall, for Philadelphia, cleared at Darien 27th ult.

Schr Curtis Tilton, Hughes, 18 days from Cienfuegos, at New York 2d inst.

Schr Angie Amsbury, Rogers, for Philadelphia, cleared at Pensacola 27th ult.

Schr Jessie L. Leach, Doughty, at Jacksonville 23d ult., from Brunswick.

Schr Samuel Castner, Jr., Robinson, at Darien 22d ult., from Savannah.

Schr Webster Barnard, Smith, at St. Johns, P. R., 19th ult., for Delaware Breakwater for orders, to sail 24th.

Schr James A. Crocker, Chase, for Philadelphia, cleared at Jacksonville 25th ult.

Schr Julia A. Garrison, Smith, for Philadelphia, cleared at Jacksonville 27th ult.

Schr Henry May, Rackett, for Philadelphia, sailed from Salem 30th ult.

Schrs Sardinian, Holbrook, and Billow, Eldridge, hence, at Salem 30th ult.

Schr Crisis, for Philadelphia, cleared at New Haven 29th ult.

Schr Stephen Morris, Seaman, hence, at Marblehead 28th ult.

Schr West Wind, Townsend, for Philadelphia, sailed from Fall River 30th ult.

Schrs M. D. Mason, Mason; Charm, Studley; R. Peterson, English; and American Eagle, McFarland, hence, at Boston 2d inst.

Schr Mary, for Philadelphia, sailed from Georgetown, S. C., 25th ult.

Schr Hannah Blackman, Jones, for Philadelphia, sailed from Warren 30th ult.

Schr Sarah Bruen, Fisher, hence, at Wilmington, N. C., 29th ult.

Schr John Lancaster, Williams, hence, at Providence 30th ult.

Schr Palos, Shackford, hence, was at Caibarien 19th ult. to sail in 5 days on her return.

NOTICE TO MARINERS.

Notice is hereby given that a fixed white light, of the first order of the system of Fresnel, will be exhibited for the first time on the evening of May 1, 1870, and on every evening thereafter from sunset to sunrise, from the tower recently erected on Point Arena, California. The tower is 100 feet in height from the base to the focal plane, built of brick, painted white, and situated about 100 yards from the extremity of the point. The light is elevated 156 feet above the mean level of the sea, illuminating an arc of 240 deg. of the horizon, and should be seen, in ordinary states of the atmosphere, from the deck of a vessel 15 feet above the water, at the distance of 21 nautical miles. The keeper's dwelling is a two-story brick building, painted white, and placed 60 feet to the rear of the tower. The dome of the lantern is painted red, and the other parts of it white. The geographical position of the lighthouse, as shown by the U. S. Coast Survey Chart, is lat. 38 57 north; long. 123 45 west from Greenwich. The magnetic variation is 16 deg. 23 min. east. From the lighthouse the north point of Arena cove bears SE. by S., distant about 3 miles, and this point limits the visibility to the southward. The nearest prominent point of coast to the northward is one lying 5 miles north of Mendocino City, and bears NW. by N. ⅔ N., distant 25 miles. Between that point and the lighthouse there is a bend in the sea coast, and the light will be visible off all the harbors and anchorages in that bight, between that point and Point Arena, that are not more than 20 miles from the latter. Cape Mendocino light bears from Point Arena light NW. ¾ N., distant 94 miles.

By order. W. B. SHUBRICK, Chairman,
Treasury Department, Office Lighthouse Board,
Washington, D. C., April 22, 1870.

NEW PUBLICATIONS.

NEW SERIES

OILED FEATHER BOOKS.

JUST PUBLISHED BY THE

American Sunday-School Union.

REPORTS AND THE MISCHIEFS THEY DO. 18mo, 5, 15 and 22 cents.
ON LOOKING SEEDY. 18mo, 5, 17 and 22 cents.
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THE EXPERIENCES OF A CHURCH PLATE. 10, 25 and 30 cents.
BORN WITH A SILVER SPOON IN HIS MOUTH 10, 25 and 30 cents.

For sale at the Depository of the
AMERICAN SUNDAY-SCHOOL UNION,
1122 Chestnut Street, Philadelphia.

A NEW NOVEL,

FERNYHURST COURT,

AN EVERY-DAY STORY,

By the author of "Stone Edge," is commenced in this number of

Good Words.

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TERMS.—Yearly subscription, $2 75. Single Number 25 cents. Liberal Clubbing Rates. Specimen number mailed, postage paid, to any address on receipt of 25 cents.

J. B. LIPPINCOTT & CO., Publishers,
5 2 mw 2t Nos. 715 and 717 MARKET St., Philada.

CITY ORDINANCES.

RESOLUTION

To Approve the Contract of the Philadelphia and Reading Railroad Company for the Building of a Bridge over said Railroad on the Line of Broad Street.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the contract of the Philadelphia and Reading Railroad Company with the City of Philadelphia, for the building of a bridge over the Richmond branch of said railroad on the line of Broad street, be and the same is hereby approved.

LOUIS WAGNER,
President of Common Council.

Attest—
John Eckstein,
Clerk of Common Council.
SAMUEL W. CATTELL,
President of Select Council.

Approved this thirtieth day of April, Anno Domini one thousand eight hundred and seventy (A. D. 1870.)

DANIEL M. FOX,
5 4 1t Mayor of Philadelphia.

RESOLUTION

Of Instruction to the City Controller and Commissioner of Markets and City Property.

Resolved, By the Select and Common Councils of the City of Philadelphia, That the Commissioner of Markets and City Property be instructed to draw a warrant for the cleansing of the Market Houses, from the first of January, 1870, to April 1, 1870: Provided, The amount shall not be greater than the amount paid for the same during 1868, and the City Controller be instructed to countersign the same; and the said Commissioner is hereby directed to discontinue the cleaning of the Market Houses of the city of Philadelphia, from and after April 1, 1870.

LOUIS WAGNER,
President of Common Council.

Attest—
Abraham Stewart,
Assistant Clerk of Common Council.
SAMUEL W. CATTELL,
President of Select Council.

Approved this thirtieth day of April, Anno Domini one thousand eight hundred and seventy (A. D. 1870).

DANIEL M. FOX,

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
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AMERICAN AND IMPORTED,
Of the most celebrated makers.
FINE VEST CHAINS AND LEONTINES
In 14 and 18 karat.
DIAMOND and other Jewelry of the latest designs.
Engagement and Wedding Rings, in 18-karat and coin.
Solid Silver-Ware for Bridal Presents, Table Cutlery, Plated Ware, etc. 11 5 fmwf

GENUINE OROIDE
GOLD AND SILVER WATCHES,
$12, $15, $20, $25.

We are now selling our Watches at retail for wholesale prices, $12 and upwards, all in hunting cases. Gentlemen's and Ladies' sizes, warranted good timers as the best, costing ten times as much.
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Send for circular. Goods sent C. O. D.
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WILLIAM B. WARNE & CO
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Street
3 26] Second floor, and late of No. 35 S. THIRD St.

CLOCKS.

TOWER CLOCKS.
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G. W. RUSSELL,
No. 22 NORTH SIXTH STREET.

LUMBER.

1870 SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870

1870 SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR. 1870

1870 FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK. 1870

1870 WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK. 1870

1870 UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE. 1870

1870 SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS. HICKORY. 1870

1870 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW. 1870

1870 CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING. 1870

1870 CEDAR SHINGLES. CYPRESS SHINGLES. 1870
MAULE, BROTHER & CO.,
11§ No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—1 COMMON PLANK, ALL THICKNESSES. 1 COMMON BOARDS. 1 and 2 SIDE FENCE BOARDS. WHITE PINE FLOORING BOARDS. YELLOW AND SAP PINE FLOORINGS. 1¼ and 6/4. SPRUCE JOIST, ALL SIZES. HEMLOCK JOIST, ALL SIZES. PLASTERING LATH A SPECIALTY. Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
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United States Builders' Mill,
FIFTEENTH Street below Market.

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Wood Mouldings, Brackets and General Turning Work, Hand-rail Balusters and Newel Posts.
A LARGE ASSORTMENT ALWAYS ON HAND.

PENSACOLA LUMBER COMPANY Manufacturers of Florida Yellow Pine Lumber Flooring, Step Plank, Shipping Timber, Dimension Stuff of any length. Cargoes sawed with care by both gang and circular mills, and delivered to vessels in Pensacola Bay, or at any shipping port, at short notice.

Particular attention given to bills for shipment to Rio de Janeiro, River Plate, Valparaiso, Callao, Cuba, and Canary and Windward Islands.

EVERY DESCRIPTION OF LUMBER SOLD ON COMMISSION.

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Office, No. 72 BEAVER Street. 3 28 6w

LUMBER UNDER COVER, ALWAYS DRY.

Walnut, White Pine, Yellow Pine, Spruce, Hemlock, Shingles, etc., always on hand at low rates.
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DEALERS IN
Doors, Blinds, Sash, Shutters,
WINDOW FRAMES, ETC.,
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EIGHTEENTH and MARKET Streets
4 12 §3m PHILADELPHIA.

STEAMBOAT LINES.

FOR CHESTER, HOOK, AND WILMINGTON.—The steamer S. M. FELTON leaves CHESNUT STREET WHARF at 10 A. M. and 3 30 P. M.; leaves WILMINGTON at 6 45 A. M. and 12 50 P. M. Fare to Wilmington 20 cents Chester or Hook 10 cents. 4 12 1m

I HAVE ABANDONED THE OLD method of packing bodies in ice, and having a PATENT CORPSE-PRESERVING CASKET, which is entirely new, and which has proven a perfect success, I desire to call the attention of the public to the same. *I guarantee that all bodies* will be kept in a dry and perfect state of preservation for an indefinite period
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S. W. corner SEVENTH and BUTTONWOOD Sts

ALEXANDER G. CATTELL & CO.
PRODUCE COMMISSION MERCHANTS.
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,

SHIPPING.

LORILLARD'S STEAMSHIP LINE
FOR
NEW YORK
are now receiving freight at
5 cents per 100 pounds,
2 cents per foot, or 1-2 cent per gallon, ship option.
INSURANCE ½ OF 1 PER CENT.
Extra rates on small packages iron, metals, etc.
No receipt or bill of lading signed for less than 50 cents.
The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.
For further particulars apply to
JOHN F. OHL,
2 28§ PIER 19, NORTH WHARVES.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR LINES.
QUEEN STREET WHARF.
The YAZOO will sail for NEW ORLEANS, via HAVANA, on TUESDAY, May 10, at 8 A. M.
The ACHILLES will sail from NEW ORLEANS, via HAVANA, on —— May ——.
The CENTIPEDE will sail for SAVANNAH on SATURDAY, May 7, at 8 A. M.
The WYOMING will sail from SAVANNAH on SATURDAY, May 7.
The PIONEER will sail for WILMINGTON, N. C., on FRIDAY, May 6, at 6 A. M.
Through bills of lading signed, and passage tickets sold to all points South and West.
BILLS OF LADING SIGNED AT QUEEN STREET WHARF.
For freight or passage, apply to
WILLIAM L. JAMES, General Agent.
4 28§ No. 130 South THIRD Street.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.
This line is now composed of the following first-class Steamships, sailing on THURSDAY of each week:—
ASHLAND, 800 tons.
J. W. EVERMAN, 692 tons.
PROMETHEUS, 600 tons.
The Steamship PROMETHEUS will leave PIER No. 17, below Spruce street, on THURSDAY next, May 5, at 4 P. M., punctually.
No freight received nor bills of lading signed after 3 P. M. on day of sailing.
Through bills of lading given to all points in the South, Southwest, and Florida ports.
For freight or passage apply to
SOUDER & ADAMS, Agents,
No. 2 DOUK Street,
Or to WILLIAM P. CLYDE & CO.
No. 12 S. WHARVES.
WM. A. COURTENAY, Agent in Charleston. 5 2 tf

FOR TEXAS PORTS.
THE STEAMSHIP YAZOO
Will sail for NEW ORLEANS on TUESDAY, May 10, at 8 A. M.
Through bills of lading given in connection with Morgan's lines from New Orleans to MOBILE, GALVESTON, INDIANOLA, LAVACCA and BRAZOS at as low rates as by any other route.
Through Bills of Lading also given to all points on the Mississippi River between New Orleans and St. Louis, in connection with the St. Louis and New Orleans Packet Company.
For further information apply to
WILLIAM L. JAMES,
General Agent,
5 4 5t No. 130 S. THIRD Street.

FOR LIVERPOOL AND QUEENSTOWN.—Inman line of Mail Steamers are appointed to sail as follows:—
Etna, via Halifax, Tuesday, May 3, 1 P. M.
City Antwerp, Saturday, May 7, 10 A. M.
City of Brussels, Saturday, May 14, 1 P. M.
City of Cork, via Halifax, Tuesday, May 17, 1 P. M.
City of London, Saturday, May 21, at 10 A. M.
And each succeeding Saturday and alternate Tuesday from Pier 45, North River.
RATES OF PASSAGE.
BY THE MAIL STEAMER SAILING EVERY SATURDAY.

First Cabin. Payable in Gold.		Steerage. Payable in Currency.	
To London	$100	To London	$35
To Londonderry	105	To Londonderry	40
To Paris	115	To Paris	42

PASSAGE BY THE TUESDAY STEAMER, VIA HALIFAX.

First Cabin. Payable in Gold.		Steerage. Payable in Currency.	
Liverpool	$80	Liverpool	$30
Halifax	20	Halifax	15
St. John's, N. F., by Branch Steamer	45	St. John's, N. F., by Branch Steamer	30

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further particulars apply at the Company's Offices
JOHN G. DALE, Agent,
No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1§

ONLY DIRECT LINE TO FRANCE.
THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAMSHIPS BETWEEN NEW YORK AND HAVRE, CALLING AT BREST.
The splendid new vessels on this favorite route for the Continent will sail from Pier No. 50, North river, every Saturday.
PRICE OF PASSAGE
in gold (including wine),
TO BREST OR HAVRE,
First Cabin.....$140 | Second Cabin.....$85
TO PARIS,
(Including railway tickets, furnished on board),
First Cabin.....$145 | Second Cabin.....$85
These steamers do not carry steerage passengers.
Medical attendance free of charge.
American travellers going to or returning from the continent of Europe, by taking the steamers of this line avoid unnecessary risks from transit by English railways and crossing the channel, besides saving time, trouble, and expense. GEORGE MACKENZIE, Agent,
No. 58 BROADWAY, New York.
For passage in Philadelphia apply at Adams Express Company, to H. L. LEAF,
1 27§ No. 320 CHESNUT Street.

U. S. MAIL TO HAVANA.—ATLANTIC MAIL STEAMSHIP CO., sailing regularly EVERY THURSDAY at 3 o'clock P. M., precisely, from Pier No. 4 North River.
MORO CASTLE, Captain R. Adam.
COLUMBIA, Captain E. Van Sice.
EAGLE, Captain M. R. Greene.
For freight or passage apply to
S. G. WHEELER, Jr., President,
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FOR NEW YORK, via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY FOUR HOURS.
Goods forwarded by all the lines going out of New York North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & Co., Agents,
No. 12 South DELAWARE Avenue.
JAMES HAND, Agent.
No. 119 WALL Street, New York. 3 4§

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commissions.
Freights taken on accommodating terms.
Apply to WILLIAM M. BAIRD & CO., Agents,
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DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves, Philadelphia. 4 11§

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P CLYDE & CO.,
No. 14 North and South WHARVES.

AMUSEMENTS.

ACADEMY OF MUSIC.
BEDFORD STREET MISSION.
CHORAL AND ORCHESTRAL CONCERT.
THURSDAY EVENING, May 12, 1870.
THE BOYS' CHOIR.
Assisted by
Mrs. SUSAN GALTON-KELLEHER,
Director.....JAMES PEARCE
Organist St. Mark's Church.
Tickets, 50 cents For sale at W. B. Somers's, No. 1102 Chesnut street; J. L. Bispham's, No. 710 South Second street; W. C. Bakes, No. 1100 Arch street; A. R. Horton, Twentieth and Green streets; Joseph Parker, Germantown, and the principal stores. 4 30 10t

LAURA KEENE'S
CHESNUT STREET THEATRE. Begins at 8.
THE GREAT HIT OF THE SEASON.
HOUSES CROWDED NIGHTLY.
LAST WEEK BUT ONE OF
MRS. JAMES A. OATES' BURLESQUE COMPANY
First time Fairy Pantomime Extravaganza,
FAIR ONE WITH THE BLONDE WIG,
OR, HARLEQUIN AND HIS MAGIC TRUMPET.
First appearance of the people's favorite Comedian
MR. W. W. FISHER.
MATINEE, SATURDAY, AT 2 O'CLOCK.

LAURA KEENE'S
CHESNUT STREET THEATRE.
EXTRA NOTICE.
THURSDAY AFTERNOON, May 5,
GRAND MATINEE
For the Benefit of the
RICHMOND SUFFERERS,
On which occasion
MRS. JAMES A. OATES
AND
HER ENTIRE COMPANY,
Together with
Mr. HUGHEY DOUGHERTY,
Mr. FRANK BROWER,
AND A HOST OF OTHER TALENT,
Have kindly volunteered.
A MONSTER PERFORMANCE
WILL BE GIVEN,
The entire receipts of which will be forwarded to the needy sufferers who had the misfortune of being in the recent terrible calamity at the Richmond Court House.
REMEMBER,
THURSDAY AFTERNOON, May 5,
AT
TWO O'CLOCK.
Doors open at 1 o'clock. 5 2 2t

WALNUT STREET THEATRE.
THIS (Wednesday) EVENING, May 4,
THREE GLORIOUS PIECES.
Third week of the world-renowned comedians,
MR. AND MRS. BARNEY WILLIAMS,
The grand Fairy Spectacular Drama of
THE FAIRY CIRCLE.
Con O'Carolan.....Mr. BARNEY WILLIAMS
Moleshee.....Mrs. BARNEY WILLIAMS
After which the roaring Comedy,
THE CUSTOM OF THE COUNTRY.
To conclude with the side-splitting comedietta of
THE HAPPY MAN.
MATINEE ON SATURDAY.

M

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet); or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

WEDNESDAY, MAY 4, 1870.

THE SECOND CONGRESSIONAL DISTRICT.

A large meeting of the Republican voters of the Tenth ward was held last evening, at which the policy of nominating a new Congressional candidate in the Second district was strongly advocated. This district comprises the heart of the old city of Philadelphia, and it is one of the wealthiest and most intelligent in the whole Union. As it contains hundreds of Republicans who are infinitely superior, in intellectual endowments, to the average Congressional standard, and as its extensive and varied interests imperatively require first-class ability to secure a proper degree of consideration at Washington, its citizens have a right to expect and demand that pre-eminent talent will be pressed into their service. No portion of the country can so illy afford to be represented by a mediocre nonentity. The heart of Philadelphia should always have on the floor of Congress a man who can talk and act as well as vote for her in a worthy and forcible manner. In former times, when Horace Binney or John Sergeant were chosen to represent this city, her voice always secured a respectful hearing, if not a potential influence. Communities gain weight in all political bodies rather by the character of the men who are chosen to act as their representatives than by their intrinsic importance, and the rudest wild-cat district which sends a full-grown man to the Capitol will command more attention than a whole constituency of merchant-princes and learned savans which permits itself to be represented by inferior talent. Applying these well-known principles to the question at issue, it is right for the people to inquire whether Hon. Charles O'Neill is the best man that the Republicans of Philadelphia can find to represent them. One of the speakers at the meeting last night contended that he was neither a first-rate lawyer nor a first-rate business man, and the people can judge whether these allegations are true. The resolutions adopted last evening took the ground that at the present time, in view of the persistent assaults which are being made upon the protective system, and the agitation of financial questions of vital moment, it is specially important that our best and strongest men should be sent to Congress; and there is great force and wisdom in these suggestions. Whatever may be the cause, it is a matter of regret that not a single one of the members that the Republicans of Philadelphia have been re-elect ing for term after term is now at the head of a Congressional committee, and with a single exception not one of these members has gained a national reputation. In these times Philadelphia needs something more than mere fidelity, or the bare ability to vote right, which thousands of constituents possess in common with their Congressmen, and no personal considerations or paltry electioneering devices should be allowed to prevent the people from securing talented and influential Representatives.

THE PENNSYLVANIA HOSPITAL—CLINICAL INSTRUCTION TO WOMEN.

The annual meeting of the contributors to the Pennsylvania Hospital was held on Monday afternoon, and the proceedings possessed an unusual degree of interest on account of the discussion of the vexed question whether clinical instruction should be given to female medical students. There was a strong array of the advocates of each side of the controversy, and a full hearing of the arguments *pro* and *con*. On the part of the male doctors, various reasons were strenuously urged for the exclusion of the gentler sex. It was alleged that the protest of the medical and surgical staff against their admission, and the hostility of the profession to that measure, should be deemed an insurmountable barrier. It was also contended that the usefulness of the institution will be diminished by the admission of women to the clinics, and that the number of free patients has materially declined since the agitation of this matter. One physician asserted that patients frequently ask whether they are to be introduced into a clinic attended by women, and positively decline to be treated in their presence. Other doctors spoke of the embarrassments to which lecturers to mixed clinics were subjected in many cases, and the impossibility of discussing a large class of subjects, in the presence of women, with proper freedom. Another physician took still bolder ground, alleging that while he did not wish to prevent women from studying medicine, he considered it improper for them to do so, and that the profession would be degraded by the recognition of either mixed clinics or any other kind which gave good facilities for instruction at the Pennsylvania Hospital.

On the other hand, the cause of the women was admirably and earnestly defended. One peaker alleged that, as a matter of justice and law, recognized female students of medicine have as good a right to purchase tickets and attend the clinics as male students, and that this right could and would be enforced by the courts if they were appealed to. A lady speaker, who was one of the contributors to the hospital, made a strong appeal in behalf of her sisters. At another stage of the proceedings an indignant denial by some of the male physicians present of an intention to prevent women from studying medicine was answered in a very telling manner by the production of a resolution passed by a leading medical society, which declares that female physicians or male professors in female medical colleges cannot become members of the society, and that they must not even be consulted with, by regulars, for the benefit of suffering humanity.

The illiberal spirit displayed in this resolution unfortunately still animates a large portion of the male members of the medical profession, notwithstanding the good example set by some of the ablest and noblest devotees of the healing art in discarding discreditable and narrow prejudices.

These prejudices, however, were totally disregarded in the final action of the meeting on Monday, by a decisive vote in favor of the following preamble and resolution:—

"*Whereas*, The managers of the Pennsylvania Hospital have asked the contributors to inform the incoming board of their wishes in regard to clinical instruction to women; and

"*Whereas*, Such instruction, when given to large bodies of men and women collectively, is, in the minds of many, of questionable expedience; therefore

"*Resolved*, That the managers, after conferring with their medical and surgical staff, shall, if practicable, arrange for appropriate, thorough clinical instruction in the Pennsylvania Hospital to the students of the Woman's Medical College of this city."

It will be seen that this is a compromise measure. It was not satisfactory to the extremists of either side, for the ultra advocates of woman's rights wished to have mixed clinics authorized by a direct vote, while the medical speakers were totally opposed to all forms of clinical instruction to women at the hospital. The lady speaker of the occasion, however, took the sensible ground that "if the resolution was adopted allowing separate clinics, the women would be satisfied and the public would commend the action;" and these sentiments will meet general approval. The capacity of some women to become good physicians is no longer a matter of doubt, and their utility is proven by the demand for their services. Since they will be doctors, whether the Pennsylvania Hospital admits them to its clinics or not, the public interest will be promoted by every new facility granted for their instruction. Every new fact they learn will help to soothe the sufferings or to prolong the lives of their future patients; and in many afflictions, especially those which are peculiar to their sex, they will often be enabled to grant relief that would not even be asked for from male physicians.

TOO MUCH OF A GOOD THING.

The proposition to make the 30th of May in each year a legal holiday for the decoration of the graves of Union soldiers, which is now agitating Congress, ought to be voted down without delay. There are already enough legal holidays, and no addition should be made to them unless for the celebration of some great national event of equal importance and interest with the signing of the Declaration of Independence. The objections to the proposition under consideration are that it will tend in a great measure to keep alive the unpleasant memories of the war for the suppression of the Rebellion, that it will never be observed but by a portion of the nation, and that after a very few years it will not be observed by anybody in the manner that those who originated the idea intend. A national holiday cannot be created, although the Government may set apart a day for the purpose, and it is idle to expect that the succeeding generations will feel the same immediate interest in the fallen Union soldiers that the present does. This may not sound as well as some of the eloquent nonsense that a great many men in and out of Congress are doubtless prepared to utter on this theme, but it is the truth nevertheless; and most sensible persons will think that some better way of honoring our fallen heroes can be found than by getting up an annual funeral for them. This proposition, like Senator Cameron's scheme for giving medals to the volunteers who first entered Washington in answer to the proclamation of President Lincoln, is a cheap bid for popularity on the part of those who make it; and Congress will not represent the wishes of the people of the country if it obstructs business by legalizing another holiday. There is nothing to prevent those who desire to testify to their respect for the memories of our fallen heroes from decorating their graves every year, or every day in the year, from now until the end of time; but there is no occasion whatever for an act of Congress on the subject, and members of Congress will merit the regards of their constituents more by attending to the legitimate business that is before them than by wasting their time over such silly schemes as this.

THE LEHIGH COAL AND NAVIGATION COMPANY.

The annual report of the Lehigh Coal and Navigation Company, which we publish in another column, makes a most satisfactory exhibit of the operations during the year 1869. The business of the company was greatly impeded by a variety of causes that could not be foreseen, such as strikes by the miners, breaks in the canal, destruction of buildings by fire and other mishaps, but, in spite of all drawbacks, the net profits of the company swell up to the imposing figure of $334,701·54. On the railroad tonnage there was an increase of $430,292·01, and on the canal tonnage a decrease of $384,803·09, making the net increase $46,488·12. Owing to a variety of causes the importance of the canal as a means of transportation is diminishing, while that of the railroad is increasing to an even greater extent than was anticipated. The canal, however, will always remain as a very valuable auxiliary, and it will be maintained as such no matter how much the railroad facilities may be extended. During the year the company's mining and railroad operations were largely increased, and some valuable connections were made which will greatly facilitate the transaction of business, and aid in bringing the coal and iron to market. In this city there is a considerable demand for the company's coal for family use, and in order to accommodate purchasers it has been determined to open a yard, and for this purpose a property on the North Pennsylvania Railroad, between Diamond and Susquehanna streets, has been purchased and is being fitted up as a coal depot. The Lehigh Coal and Navigation Company is one of the best managed corporations in the State, and its energy and enterprise in developing our internal resources have always met with a cordial recognition by the people of Pennsylvania. The report is one of great interest, and we commend it to the consideration of our readers as containing much valuable information.

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

A Full Line of All the New And Stylish Spring and Summer FINEST CLOTHING & FURNISHING GOODS Both Ready-made And to order, For Gents, Youths, Boys, At WANAMAKER'S, 818 CHESNUT STREET. A Full Line of All the New And Stylish Spring and Summer The Best Shirts And Linen Wear Generally, Made to Order At

ACADEMY OF FINE ARTS.
LAST DAYS OF THE EXHIBITION
OF
SHERIDAN'S RIDE.
Great Life-size Painting by the PORT-ARTIST,
T. BUCHANAN READ.
TENTH WEEK AND UNEXAMPLED SUCCESS.
The Poem recited at 12 M., 4 and 9 P. M., daily, by
MR. J. B. ROBERTS,
the distinguished Tragedian and Elocutionist. [5 2 6t
Admission.....25 cents
Including the entire valuable collection of the Academy.
Open from 9 A. M. to 6 P. M., and from 7½ to 10 P. M.

OFFICE OF THE COMMISSIONERS OF FAIRMOUNT PARK, No. 224 South FIFTH Street.
PHILADELPHIA, April 30, 1870.
At a meeting of the Board of Park Commissioners, held this day, the following ordinance was adopted:—The Commissioners of Fairmount Park do ordain, That no person shall be permitted to bring *led horses* within the limits of Fairmount Park, and any person bringing any horse into the Park grounds that is not harnessed and attached to a vehicle or mounted by an equestrian shall be guilty of a misdemeanor, and liable to a fine not exceeding five dollars, recoverable as similar fines for violations of the rules and regulations for the government of Fairmount Park are, under existing laws, now recoverable.
Attest:— DAVID F. FOLEY,
5 4 3t Secretary Park Commissioners.

PENNSYLVANIA RAILROAD COMPANY, TREASURER'S DEPARTMENT.
PHILADELPHIA, Pa., May 3, 1870.
NOTICE TO STOCKHOLDERS.
The Board of Directors have this day declared a semi-annual Dividend of FIVE PER CENT. on the Capital Stock of the Company, clear of National and State Taxes, payable in cash on and after May 30, 1870.
Blank Powers of Attorney for collecting Dividends can be had at the Office of the Company, No. 238 South Third street.
The Office will be opened at 8 A. M. and closed at 3 P. M. from May 30 to June 3, for the payment of Dividends, and after that date from 9 A. M. to 3 P. M.
THOMAS T. FIRTH,
5 4 60t Treasurer.

A SPECIAL MEETING OF THE Stockholders of the POWELL TRACT COAL COMPANY will be held in Philadelphia, at No. 615 WALNUT Street, Room No. 7, on SATURDAY, 21st instant, at 4 o'clock P. M., for the purpose of considering an act passed by the Legislature of Pennsylvania affecting the company, and such other business as may be brought before it. 5 4 wth6t*

C. SAUNDERS' COLLEGE, W. PHILA.—Lectures, MONDAY EVENINGS. 4 25 1m4p*

DIVIDENDS, ETC.

THE CONSOLIDATION NATIONAL BANK.
PHILADELPHIA, May 3, 1870.
The Directors have this day declared a dividend of SIX PER CENT., payable on demand, clear of all taxes.
5 4 3t WM. H. WEBB, Cashier.

THE COMMERCIAL NATIONAL BANK OF PENNSYLVANIA.
PHILADELPHIA, May 3, 1870.
The Board of Directors have this day declared a Dividend of FIVE PER CENT., payable on demand, clear of tax.
5 3 6t S. PALMER, Cashier.

NATIONAL BANK OF THE REPUBLIC.
PHILADELPHIA, May 2, 1870.
The Board of Directors have declared a dividend of THREE AND ONE HALF PER CENT., clear of taxes, payable on demand.
5 3 3t JOSEPH P. MUMFORD, Cashier.

THE PHILADELPHIA NATIONAL BANK.
PHILADELPHIA, May 2, 1870.
The Directors have this day declared a Dividend of SEVEN PER CENT. for the last six months, clear of taxes, payable on demand.
5 2 6t B. B. COMEGYS, Cashier.

FARMERS' AND MECHANICS' NATIONAL BANK.
PHILADELPHIA, May 3, 1870.
The Board of Directors have this day declared a Dividend of FIVE PER CENT., payable on demand, clear of tax.
5 3 6t W. RUSHTON, Jr., Cashier.

COMMONWEALTH NATIONAL BANK.
PHILADELPHIA, May 3, 1870.
The Directors have this day declared a Dividend of FIVE PER CENT. clear of taxes, payable on demand.
5 3 3t H. C. YOUNG, Cashier.

SOUTHWARK NATIONAL BANK.
PHILADELPHIA, May 2, 1870.
The Directors have this day declared a Dividend of EIGHT PER CENT., payable on demand.
5 3 3t P. LAMB, Cashier.

CORN EXCHANGE NATIONAL BANK,
PHILADELPHIA, May 3, 1870.
The Board of Directors have this day declared a dividend of SIX PER CENT. for the last six months, payable on demand, clear of tax.
5 3 6t H. P. SCHETKY, Cashier.

GIRARD NATIONAL BANK,
PHILADELPHIA, May 2, 1870.
The Directors have this day declared a Dividend of SIX PER CENT. for the last six months, clear of taxes, payable on demand. W. L. SCHAFFER,
5 3 3t Cashier.

MECHANICS' NATIONAL BANK,
PHILADELPHIA, May 3, 1870.
The Board of Directors have this day declared a dividend of SIX PER CENT. for the last six months, payable on demand, clear of tax.
5 3 6t J. WIEGAND, Jr., Cashier.

FOURTH NATIONAL BANK.
PHILADELPHIA, May 3, 1870.
At a meeting of the Directors, held this day, it was unanimously resolved to pass the dividend, and that Ten Thousand Dollars of the profits of the past six months be transferred to the surplus account.
5 3 3t E. F MOODY, Cashier.

FINANCIAL.

DREXEL & CO.
No. 34 SOUTH THIRD STREET,
American and Foreign
BANKERS,
ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.
Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.
DREXEL, WINTHROP & Co., New York. | DREXEL, HARJES & Co. Paris. 3 1

NEW HOTEL AND RESTAURANT,
CORNER OF
BROAD AND THOMPSON STREETS.

The undersigned having taken the large and spacious residence at the
NORTHEAST CORNER OF
BROAD and THOMPSON Streets,
Has fitted it up at an expense of
OVER TWELVE THOUSAND DOLLARS
AS A
First-class Hotel and Restaurant,
And will open it FOR THE INSPECTION OF THE PUBLIC
To-Day (Wednesday) May 4, and To-morrow, May 5,
And for Business on FRIDAY Next May 6.

The Hotel is 25 feet front by about 100 feet deep, has A MARBLE FRONT ON BROAD STREET, and presents a most chaste and elegant exterior.

The lower floor is fitted up as a
SALOON AND RESTAURANT,
and is one of the most
BEAUTIFUL AND RECHERCHE
affairs of the kind in this or any city in the Union. The walls and ceiling
ARE SUPERBLY FRESCOED,
the floor laid in white and black
ITALIAN MARBLE,
and the bars, shelving, counters, etc., are of
SOLID WALNUT,
and are made and finished in the highest style of the joiner's art, with carved ornaments brackets mouldings, etc.
THE RESTAURANT BAR
is complete with every appliance necessary, including a new style of velvet-cushioned seat never before introduced into Philadelphia.
A DINING-ROOM FOR LADIES AND GENTLEMEN occupies the second floor. This is also fitted up and furnished in the most
COMPLETE AND ADMIRABLE MANNER,
with marble floor, beautifully frescoed walls and ceiling, handsome mirrors, lace and damask hangings to the windows, marble top tables, with solid walnut chairs, silver table ware, etc. etc., making altogether one of the
HANDSOMEST DINING ROOMS
to be found in Philadelphia. A private entrance to it, entirely disconnected with the rest of the building, is on THOMPSON Street.
A LADY CASHIER
will always be in attendance in the Ladies' and Gentlemen's Dining-room, and, as in the Restaurant, everything served up WILL BE FIRST-CLASS, and in a style worthy of the location of the house and the kind of patronage it will be the proprietor's aim to merit.
The remodelling and reconstruction of the edifice was done by Mr. W. S. Amos, carpenter and builder.
The walnut bar designs, carvings, etc., by O. Markley & Co.
The frescoing, by Messrs. Gibson & Brother.
The marble work, by Messrs. Sheehan & O'Brien.
The gas-fixtures, by Mr. William Moore, Filbert street, above Eighth.
The silverware, by Messrs. Garrett & Son, Chesnut street.
The iron work, by Messrs. Robert Wood & Co.
The ornamental silver-plating on the bar, etc., by Thos. Aurocker.
Lourie & Lynch, Fifteenth and Ridge avenue, furnished the 16 feet copper heater, all the kitchen utensils, and roofed the building with tin.

An Inauguration Supper,
To which the proprietor invites his friends and the public, will be given at the HOTEL on
Wednesday Evening, May 11.

McClurg's Full Band
Will be in attendance, and as no other invitation will be extended by the proprietor to his friends, lest some should accidentally be overlooked, he hopes that this will be deemed sufficient, and that he will have the pleasure of seeing them all, and the public generally, on the evening referred to.

J. CRAWFORD,
114p PROPRIETOR.

CLOTHING.

GREAT DEMONSTRATION
AT THE
GREAT BROWN HALL.
THE GREAT BROWN HALL IS CRAMMED AND JAMMED
From Pit to Dome, with the most superb Garments for Men and Boys to be found anywhere this Spring.
R. & W. 603 AND 605 R. & W.
We are selling it RAPIDLY.
We have reduced the price AWFULLY.
We have increased our forces TREMENDOUSLY.
We are adorning the public GORGEOUSLY.
We are delighting our patrons HUGELY.
We are making discounts to folks LIBERALLY.
THE BALL IS ROLLING VIGOROUSLY.
COME TRY OUR CLOTHES.
ROCKHILL & WILSON
603 and 605 CHESNUT STREET.

WESTON & BROTHER,
TAILORS,
S W. Corner NINTH and ARCH Sts.
PHILADELPHIA.
A full assortment of the most approved styles for
SPRING AND SUMMER WEAR,
NOW IN STORE.
A SUPERIOR GARMENT AT A REASONABLE PRICE. 4 13mrp

MAY OPENING.
J. M. HAFLEIGH,
Nos. 1012 and 1014 CHESNUT STREET,
WILL OPEN ON WEDNESDAY, MAY 4,
His Entire Stock of
DRESS GOODS AT REDUCED PRICES.
MARLE POPLINS, REDUCED TO TWENTY-FIVE CENTS.
CHENE POPLINS, REDUCED TO THIRTY CENTS.
100,000 YARDS FINE FABRICS FOR SUITS
REDUCED TO THIRTY-SEVEN AND FIFTY CENTS.
BLACK GOODS IN GREAT VARIETY.
ELEGANT MADE-UP SUITS $10, WORTH $20.
PARIS SILK SUITS OPENED THIS DAY.
ENTIRE STOCK REDUCED IN PRICES. 3t

GRAND INAUGURATION
OF
LOW PRICES.
HOMER, COLLADAY & CO.
ARE NOW OFFERING
The whole of their
MAGNIFICENT STOCK
OF
DRESS GOODS, SILKS, ETC.,
Replete with all the CHOICEST NOVELTIES of this season, together with LARGE INVOICES of desirable goods purchased in this market for Cash at
ASTONISHINGLY LOW RATES.
H., C. & CO. conclude that it is only necessary to quote a few of their offerings as an index of the prices at which this SUPERB STOCK will be disposed of, to insure an early call.

Handsome Double Width Chene Mohairs, 37½ Cents.
Double-fold Foulard Mohairs, 45 Cents.
Double-fold Norwich Poplins, in the new light shades, 56 Cents.
Hoyle's Yard-wide English Prints, 25 Cents.
One case of the Finest Organdies Imported, 40 Cents.
Real Scotch Ginghams, in all colors, 25 Cents.
2 cases of French Foulard Mohairs, now being sold by the piece for 65 Cents, will be offered at 56 Cents.
Buff Linens for Suits at 25 and 30 Cents, in the new shades.
Handsome Chene Iron Bareges for Summer Suits at 30 cents.
Chene Mohairs for Suits at 25 Cents.
Black Lyons Gros Grains and Drap de Lyon, of the best makes, from $1·50 to $8·00 per yard.
Chene Silks of the latest designs in the Paris market, and extra quality, sold last Spring at $2·25, $2·50.
Striped Silks from $1·50 to $2·00.
Black Canvas Bareges, extra Superb Quality, 75 Cents.
Do. do. all widths and qualities, up to $6·00.
Walking Suits, Lace Shawls, Lace Points, etc., all at the NEW RATES.
5 2 mwf 3t

REPORT OF THE LEHIGH COAL AND NAVIGATION COMPANY.

The Board of Managers respectfully submit their report for the year 1869 as follows:

The profits of the year from all sources were:

Net profits on railroads, including car service, - - -		$907,895 36
Net profits on Lehigh Canal, - -		166,260 29
Net profits on coal—		
Summit Mines,	$436,951 64	
Newport Mines,	54,824 72	
		491,776 36
Net profits on real estate sold, -		95,968 86
Net profits from rents, - - -		55,120 86
Miscellaneous receipts, - - -		80,432 08
		$1,797,453 81
Less general expenses,	$116,333 07	
Taxes chargeable to Railroad,	$36,925 83	
Taxes chargeable to Lehigh Canal,	8,719 17	
Taxes chargeable to Delaware Division Canal,	6,211 55	
Taxes chargeable to coal,	56,523 58	
Taxes on interest and capital stock,	104,182 98	
Taxes on landed property and improvements,	6,100 80	
	218,654 91	
Balance of interest account for 1869, - -	984,071 48	
Loss on Delaware Division Canal, - - -	143,692 81	
		1,462,752 27
Surplus to credit of profit and loss account, - - - -		$334,701 54

The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal, compared with that of 1868, was as follows:

	1869. Tons. Cwt.	1868. Tons. Cwt.
From the Wyoming Region, - -	841,719 18	519,279 19
From the Upper Lehigh Region, -	77,261 17	141,499 06
From the Hazleton Region, - -	120,938 02	332,817 06
From the Beaver Meadow Region, -	98,113 17	117,086 06
From the Mahanoy Region, - -	2,705 07	4,711 13
From the L. C. & N. Co.'s Lehigh Mines,	450,350 12	427,017 04
Other shippers, -	6,562 02	9,750 19
Total, - -	1,597,651 15	1,552,163 03

Distributed as follows:

	1869. Tons. Cwt.	1868. Tons. Cwt.
Delivered east of Mauch Chunk by railroad, - -	933,569 06	493,774 05
Delivered east of Mauch Chunk by canal, - -	605,143 16	989,947 05
Consumed along the line above Mauch Chunk, - -	33,901 02	26,605 03
Delivered to connecting lines in Wyoming Valley, - -	25,037 11	41,836 10
Total, - -	1,597,651 15	1,552,163 03
There was an *increase* on the railroad tonnage of - -		430,292 01
There was a *decrease* on the canal tonnage of - - -		384,803 09
Showing a *net increase* of -		45,488 12

The production of the Company's mines was as follows:

	1869. Tons.	1868. Tons.
Shipped by railroad, -	204,872	7,535
Shipped by canal, - -	189,079	363,346
Sold at Mauch Chunk, -	5,938	6,273
Sold at Summit Hill, -	1,028	759
Used at planes for engines, &c.,	11,692	9,307
Total from Summit mines,	412,609	387,220
Room Run mines, - -	56,401	57,620
Newport mines, - -	26,502	
Sugar Notch mines, - -	65,002	
Greenwood mines, under lease,	3,400	22,286
Total, - - -	563,914	467,126

The details of the business of the year will be found in the accompanying reports of the heads of departments. The net result is very gratifying, considering the extreme irregularity of the business throughout the year. During the winter the only source of profit was the railroad, as the canal was not in operation and the demand for coal light and prices low. Early in May business was almost entirely suspended by the general strike of the miners, and only partially resumed late in June, and fully when our own and other Lehigh men went to work early in July.

A second suspension occurred in the Hazleton, Beaver Meadow and Upper Lehigh regions soon after, and the coal from our own mines averaged the Wyoming region gave only partial employment to our canal and railroad equipment for several weeks before the freshet of 4th of October, which not only cost the Company largely for repairs to railroad and canal, but interrupted business on the railroad, and almost entirely cut off the revenues of the canal for the season. On the 27th of October the coal-breaker of the Upper Lehigh Company was destroyed by fire, which deprived us of the transportation of an average of over 3000 tons per week for the remainder of the year.

The rates of transportation charged on coal were high during the last four months of the year, but the irregularity of business was so great as to neutralize to a considerable extent the benefit of these rates, and the net result on the railroad was less than a fair profit on the same amount of trade at lower rates, but distributed with more regularity through the year. The business of the canal shows a very unsatisfactory result, instead of the anticipated profit of over $350,000, based on the average of the twenty years previous of nearly that amount, and the profits on our coal product were no more than we ought to realize in an ordinary season. The aggregate net result of the year's business, while satisfactory under the circumstances, was less by over $500,000 than the estimates made early in September, which would have been realized but for the strikes and flood.

RAILROAD.

The reports of income for the year indicate the increasing importance of the railroad, and that the Company must in the future regard this as its most certain source of revenue. The canal is more liable to injury from freshets, and, while a valuable auxiliary, its entire destruction would still leave the Company the means of transporting to market all of its own coal and a large amount for other parties, with ability to increase only limited by its financial resources for extending track and increasing equipment and its necessary adjuncts. The stockholders may therefore now, as they could never before, feel that a freshet, no matter how severe, cannot deprive the Company of the means of earning interest and dividends.

The Wilkesbarre planes were completed and commenced raising coal September 25th, and they promise to meet our expectations fully. Such additions have been made to the road and equipment as our means would permit; not sufficient, however, to meet fully the requirements of our customers. The details of these extensions and purchases will be found in the report of the President's assistant. The Railroad Car Trust Association, referred to in the last annual report, has invested its capital of $750,000 in 8 locomotives, 50 flat cars, and 2250 coal cars. The urgent demand for more cars and motive power, and the satisfactory working of the first trust association, induced the organization in October of the Lehigh Equipment Trust, with a capital of one million of dollars. There have been ordered by the managers of this trust 10 locomotives, 150 flat cars and 2000 coal cars. With this addition, our available equipment will include 70 locomotives and 10,592 6-ton coal cars, beside passenger and freight cars sufficient for present need, being probably an aggregate much greater in proportion to length of road than ever before controlled by one company so soon after the opening of its line, and probably sufficient to move all the coal we can handle without important additions to our tracks, and shops and other buildings.

CANAL.

The water was let into the Delaware Division Canal on the 10th March, and into the Lehigh Canal on the 24th of the same month, and both canals were in good boating condition until the freshet of 4th October, which interrupted navigation on the Lehigh until November 15, and on the Delaware Division for the remainder of the season, excepting on the upper ten miles and the portion below New Hope. The Lehigh was closed by ice on December 6, and the Delaware Division December 16. The freshet referred to has, for volume of water and destruction of property, been paralleled in the history of the Company only by those of 1841 and 1862. The damages to the Lehigh Canal, though extended over a distance of thirty-three miles, were of such a nature that they could all have been repaired within three weeks. Those to the Delaware Division were more serious. On this Canal two aqueducts were carried away by the sudden raising of the streams they cross before the flood in the Delaware river had attained a dangerous height, and two others were seriously injured by the same cause. To have restored these aqueducts hastily would have left them still, as they always had been, frail structures, liable to be carried away by the next severe storm of a few hours' duration. It was decided, therefore, to rebuild them deliberately and substantially during the winter, and when completed they ought, with the increased water-way under them and their very substantial masonry and superstructure, to resist future floods. As no through business could be done on this canal during the remainder of the year, economy rather than expedition was consulted in the repairs to the Lehigh Canal, and it was not opened until November 15, at which date the portions of the Delaware Division above and below the aqueducts were also repaired.

The extraordinary repairs to the Lehigh Canal during the year amounted to about $70,000, and those to the Delaware Division to about $50,000. The additional amount required beyond the cost of ordinary repairs to restore the Delaware Division will be not far from $75,000, which will properly be chargeable to the revenue of 1869, having been made necessary by the freshet of that year.

In connection with the subject of the freshet the Board desire to express their obligations to their associate, Mr. John Leisenring, for his efficient aid during the height of the storm in preserving the dam at Mauch Chunk from destruction. Also, for his assistance and advice thereafter in both railroad and canal repairs. All of the Company's officers and employes labored earnestly in restoring our works, and they derived great benefit from Mr. Leisenring's large experience in the freshets of the previous thirty years.

A reference to the reports of this Company for the last thirty years will show that the Lehigh Canal was seriously damaged in 1841, 1850 and 1862, and that the injury done by freshets in the intermediate years was trifling. The freshet of October last, while making evident the fact that the encroachments on the river by the iron furnaces, with their cinder banks, increase from year to year the danger to the canal, by narrowing and increasing the depth and rapidity of the river during seasons of high water, also shows that where the greatest damage was done in 1862, a change of location saved the canal at those points from any injury, and that similar changes can be made at other points, which suffered severely in this freshet, with a like result.

Much has already been done to improve the Delaware Division and to protect it from high water by raising the banks, building stop-gates and renewing locks, and with the completion of the new aqueducts and other works now in progress, that canal may be regarded as less liable to injury than at any previous period.

The expenditures in thus improving that canal have always been charged to maintenance for the current year. It is proposed to continue these improvements and to strengthen all weak points on the Lehigh Canal developed by the last freshet.

COAL INTERESTS.

In the supplementary report submitted last year reference was made to indications of an approaching suspension of labor in the coal regions. The miners demanded that their wages should be governed by the price of coal, and after a suspension of six weeks they carried their point in the Schuylkill and Wyoming regions. After eight weeks' suspension the Lehigh operators also yielded. The terms of settlement were so unsatisfactory to the operators in the latter region that, after a trial of a few weeks, they generally notified the men that they could no longer pay the prices, and a second suspension for over two months resulted. This Company having arranged with its men on more favorable terms than others in July, did not join in the second suspension, which resulted to those who participated in a considerable saving from their previous contract, and lower rates than we were paying. Even with this gain the prices of labor are very much higher throughout the Lehigh than in either the Schuylkill or Wyoming region, thus taking, to a certain extent, from these operators their advantages of nearness to market and superior quality of coal.

The greater portion of our Lehigh coal was sent to market by the canal until navigation was interrupted by the freshet. Arrangements for the shipment of our whole product by rail during the winter were in progress at the time, and were completed as speedily as possible, but the production during October, November and December was much less than if no change of mode of transportation had been necessary. This cause, added to the strike of eight weeks from May 10 to July 6, prevented the realization of our expectations of a large increase over 1868. The total increase amounted to but 24,170 tons. During the last few months of the year coal sold at high prices, but the cost of mining was increased in a much greater proportion over previous years than the increase of prices at which the coal was sold, so that we made no greater profit for the year than we should have made on the same amount of [illegible] in a season of moderate prices but greater regularity.

The coal agency established in New York, referred to in the last annual report, has worked satisfactorily, and promises to be of increasing advantage to the Company.

There is a considerable demand in this city for our coal for family use, and, not having succeeded in other arrangements to supply this demand, the Board has decided to open a yard from which to sell and deliver the product of our various mines. With this view we have purchased a property on the North Pennsylvania Railroad, between Diamond and Susquehanna streets, and are fitting it up with a capacity to meet a large demand.

The 17,144 shares of Wilkesbarre Coal and Iron Company stock purchased in 1867, was sold in June last, and the Company received in exchange a tract of 2000 acres of land near the foot of our Wilkesbarre planes, and a considerable sum of money in addition. Valuing the land at the very low price of $245 per acre, we realized the par value of our own stock given in exchange for the Wilkesbarre stock in September, 1867. Whatever the land is worth in excess of the $245 per acre may be regarded as profit on the transaction.

The purchase of stock was made for the purpose of ensuring tonnage for our railroads and canals, and was induced by the policy of some of the large companies operating in the Wyoming region of controlling large bodies of coal lands. That policy is still continued, and at this time all of the railroad and canal companies leading from that region own and lease extensive tracts of land. It was not regarded as prudent to dispose of the Company's interest in the Wilkesbarre Coal and Iron Company stock, possibly resulting in the withdrawal of their business, without making other arrangements for trade.

The lands received from the Wilkesbarre Coal and Iron Company in Hanover township adjoin the Biddle lands, and the two tracts amount to over 2800 acres, nearly all within the coal field. The Cook tract near this body of land has about 100 acres of coal. In addition purchases have been made to the extent of 3580 acres located in Newport township, five miles distant from the western limit of the Hanover township tract.

The reasons that led to the sale of the stock and the purchase of these lands were various. The price offered was considered higher, relatively, than the lands could be purchased at.

Large expenditures would be necessary during the next two or three years to continue the coal product of the Wilkesbarre Coal and Iron Company at the rate of 1869, and further expenditures were deemed judicious to increase the product and diminish the cost of mining. While we owned a majority of the stock, the remaining stockholders were disposed to advance any portion of the money necessary for these developments. It was estimated that no larger expenditure during 1869 and the two following years would be necessary, beyond the proceeds of the sale of the Wilkesbarre Coal and Iron Company stock, to purchase the large body of land and give us the entire control of and profit on a large product of coal, than it would be necessary for us to advance to retain the control and half ownership of the property of the Wilkesbarre Coal and Iron Company.

The only operations on the Hanover lands are those of Messrs. Parrish & Thomas, who mine from a portion of the property under a lease granted in 1865, which yields a rental of about $30,000 per annum. A shaft near the middle of the property on the line of the Pennsylvania Canal shows the top vein to be unusually fine in quality at that point, and at an early period it will be advisable to build a breaker and open the mine.

On the Newport lands extensive developments were in progress at the time of purchase, for the details of which see the report of the superintendent. They contemplate a production of 300,000 to 400,000 tons a year, and further developments are practicable to at least the extent of doubling that product.

The Hanover and Biddle tracts offer on opportunity for an equal number of collieries.

The interest of the Company in coal lands in the Wyoming region is:

	Acres.	Cost.
Hanover tract, from Wilkesbarre Coal and Iron Company, over, - - -	2000	$493,001 30
Biddle lands, over, - -	800	169,497 32
Cook lands, portion underlaid with coal, - - -	100	45,000 00
Newport township lands, -	3580	1,413,976 96
In the aggregate, - -	6480	$2,121,475 58

Of which 5700 acres are within the coal field.

We have thus nearly as many acres of coal in the Wyoming as in the Lehigh region. The developments thus far made indicate that the coal is of a very superior quality, and that it can be mined at a much lower cost than at our Lehigh mines.

The amount of available coal belonging to us is about equal in the two regions. Carefully prepared estimates give over 300,000,000 of tons available in the Wyoming lands, after allowing for faults and waste in mining, against 282,000,000 estimated as available in our Lehigh lands.

The Wyoming Valley is well known for the fertility of its soil, and a considerable portion of the Company's lands are under a high state of cultivation; and portions of the Hanover and Cook tracts are available as building or town lots, and surface lots on adjoining properties, no better located, are selling at the rate of $2000 to $3000 per acre.

The extent to which we shall develop the Wyoming lands the coming year depends in a great measure upon the price of coal, and the condition of the labor question. The building of a third breaker next fall will give us a capacity for 1871 of from 300,000 to 400,000 tons; and these are three other points offering, at least, equally favorable opportunities for the cheap mining of coal of very superior quality.

We sent to market 63,846 tons from our Summit mines in September, and this may be regarded as nearly the monthly capacity of our present openings in Panther Creek Valley. Further developments would be unwise before the completion of the Nesquehoning tunnel, as the gravity road and planes cannot transport any considerable increase, without expensive additions to the machinery. The tunnel will, no doubt, be completed before the close of 1871; and after that we can readily increase our production to 80,000 or 90,000 tons per month.

FINANCES.

The floating debt incurred in 1868, in the purchase of rolling stock and in adding sidings, &c., to the railroad, was increased during 1869, by expenditures of the same character rendered necessary by the amount of business pressing upon us.

The five-year loan issued in 1868 was regarded as a temporary expedient, and was used almost exclusively as collateral security for loans to the Company. When the sale of the Wilkesbarre Coal and Iron Company stock was made it became necessary to retire a considerable portion of this loan, and for the purpose of funding the floating debt and providing means for permanent improvements on our railroad and coal lands, it was decided to issue a new loan of two millions of dollars, secured by a first lien on the newly acquired coal lands and on real estate in Philadelphia, the value of the properties being at least three millions of dollars. The loan matures in 1894, bears 6 per cent. interest, clear of taxes, payable, principal and interest, in gold. A sinking fund of ten cents for five years, and fifteen cents thereafter, on every ton of coal mined and carried away from the property, is payable monthly to the Trustees, and will provide for the loan before maturity. The payments on this account were, for October, $1414 02; November, $1269 44; December, $1253 92, and will increase to $3500, or perhaps $4000 a month before the close of 1870.

The loan is convertible into the stock of the Company until 1879. The Board entertained the hope that the business of the year would show such satisfactory results to the stockholders as to create a demand for the new bonds by reason of this privilege of conversion. The freshet in October not only reduced our receipts, and rendered necessary heavy expenditures in repairs, but delayed the negotiation of the loan. The loss of receipts and increased expenditures amounted to fully $500,000, which sum and the proceeds of the loan would have relieved the Company of floating liabilities. The Board look forward with confidence to the funding of this indebtedness at an early period.

In October, 1867, the stockholders were invited to subscribe to a six per cent. ten-year convertible loan of the Company, to the aggregate amount of $3,300,000. The subscriptions received amounted to about $1,200,000. During 1868 a small portion of the remainder was issued in payment for equipment and for other purposes. A further issue was made in 1869 in payment for equipment and purchases of coal lands, and there remains of the amount originally authorized about $1,800,000 available for future use.

NESQUEHONING VALLEY RAILROAD.

The completion of this road has been delayed beyond the period named in the last report. Work was not pressed vigorously early in the year, and the weather during the fall was very unfavorable, rendering it almost impossible to make any considerable progress for weeks at a time. An early period in the spring is named for the connection of the main line with the Catawissa Railroad, and it is hoped in time for spring lumber trade. The road will beyond question earn, as soon as its trade is developed, the dividends of ten per cent. per annum, free from taxation, which this Company has undertaken to pay on its stock, besides adding largely to the profits of our main line.

Sales have been made from time to time of stock at par, and as means beyond the proceeds of these sales have been needed for prosecuting the work, this Company has subscribed and paid for stock to the extent of 2140 shares, which form a portion of the contingent fund. It is proposed to sell this whenever purchasers can be found at par and accrued dividends.

Work on the tunnel is progressing satisfactorily.

By order of the Board of Managers of the Lehigh Coal and Navigation Company.

E. W. CLARK, President.

Philadelphia, January 1, 1870.

Supplementary Report.

The annual report refers only to the business of the Company for the year ending December 31, 1869. The repairs to the Delaware Division Canal, at that time in progress, were completed on the 14th of April, and boats were passed into the canal on the 16th of the same month. The delay in completing the aqueducts was due to the frequent and heavy rains during the fall and winter, which drove us away from work on the piers by raising the streams fourteen times in about as many weeks, and delayed their completion about a month. The contractors for the superstructure did not press their portion of the work with proper vigor, and the two causes lost us about three weeks' business at the opening of the season. The one day of through business on the 16th of April, was followed by a severe freshet in the Lehigh on the 18th of April, with the river at Mauch Chunk within six inches as high as in October last. Fortunately but little damage was done to the Lehigh Canal, and none whatever to the Delaware Division proper. A portion of the guard wall at Easton was, however, carried away, and until the river can be turned to its usual course, we have no means of transfer from the Lehigh Canal to either the Delaware Division or Morris Canal. Unless unexpected causes intervene, boats can pass freely on Saturday or Monday next.

The total outlay in repairs to both guard wall and canal can hardly amount to so much as $20,000. Our customers have many canal orders which they are anxious to fill, and we have completed arrangements to run all of our boats, so that when strikes or freshets do not interfere we shall pass a large amount of coal through the canal. The loss of tonnage on the canal has been partly made up by a gain on the railroad, and the cash receipts of the latter have been increased almost to the extent of the loss on the former. The principal cause of diminished revenue, thus far this year has been the suspension of work at our Summit and Room Run mines. During a long term of years there was a well established relation existing between the wages paid in the Hazleton and Beaver Meadow regions and at our mines. We did not participate in the demands of the operators last fall, which resulted in the second suspension, and when work was resumed in November we lost our relative position. Our efforts to regain the lost ground resulted in a suspension of our men, who have done no work since February 12. At the time of the suspension we were paying higher wages than any other operator working on the sliding scale or "basis" plan. We have offered our men wages equivalent to those paid in the Beaver Meadow region, and considerably higher than the rates the Schuylkill county men offer to resume work at, and which the operators there decline for the reason that they are too high. We cannot yield the point in dispute without establishing the precedent of paying much higher wages than any of our neighbors in the Lehigh region, and they now pay excessive rates compared with the Schuylkill and Wyoming regions.

The Nesquehoning Valley Railroad was turned over to us on the 18th of April, and we commenced running freight trains on the 3d of May. We shall find full employment for all the cars we can send to the Catawissa road in the lumber, ore and miscellaneous trade, and shall start passenger trains soon, with the promise of a fair and increasing business. We are using the Burleigh drills in the work on the tunnel, and they have already given good results, and promise better when the workmen have acquired greater skill in the use of them.

When we sold our Wilkesbarre Coal and Iron Company's stock we gave that Company the right to terminate the contract binding their tonnage to our line by giving six months' notice. We have recently closed a new contract with them for a long term of years, by which they agree to send not less than 400,000 tons of coal per annum over our works, giving us the choice of routes by which it shall be sent to the New York market from the terminus of our lines. We regard the new contract as more favorable to us than the one previously in force.

We did very little remunerative business last year previous to the 6th of July, and the only very good months we had were July and August. It is hardly likely that the commencement of our paying business can be so long delayed this year, and when it does begin we shall be very much better prepared for it in every department than we were at any time last year.

By order of the Board of Managers of the Lehigh Coal and Navigation Company.

E. W. CLARK, President.

Philadelphia, May 3, 1870.

CITY ITEMS.

BUSINESS COATS FOR MEN, $2.
BUSINESS PANTS FOR MEN, $3.
BUSINESS VESTS FOR MEN, $1.
BUSINESS SUITS COMPLETE, $7.
WE REALLY HAVE GOODS WHICH ARE BEING CLOSED OUT AT THESE LOW PRICES—THEY ARE GOOD AND SERVICEABLE. WE SELL NOTHING WHICH IS NOT.
WE HAVE ALL GRADES OF READY-MADE GARMENTS ABOVE THESE PRICES, UP TO THE FINEST AND BEST TO BE FOUND ANYWHERE. ALSO, IN THE PIECE TO MAKE UP TO ORDER.
HALF-WAY BETWEEN FIFTH AND SIXTH STREETS. | BENNETT & CO., TOWER HALL, No. 518 MARKET STREET

THE LARGEST HOTEL SAFE in the country is in the AMERICAN HOUSE, BOSTON. The American is in the centre of business, and supplied with every modern improvement.

SOMETIMES A COLD WILL NOT YIELD TO ORDINARY REMEDIES, because of the severe inflammation of the delicate lining of the tubes through which the air we breathe is distributed to the lungs. This obstruction produces pain and soreness, hoarseness, cough, difficulty of breathing, hectic fever, and a spitting of blood, matter or phlegm, finally exhausting the strength of the patient, and developing very serious disease. Dr. Jaynes' Expectorant seldom fails to remove these symptoms by relieving the lungs of all obstructing matter, and healing all soreness. Pleurisy, Asthma, and Bronchitis are likewise cured by this standard remedy, and the reputation it has maintained for over thirty years affords the best guaranty of its merit. Sold everywhere.

THE THREE DYSPEPTICS.—Here is an extract from a letter received by Messrs. Drake & Co., November 2, 1869:—"Three friends met one day in the latter part of last September in the rotunda of the Astor House. Your correspondent was one of the three. We were all suffering from the 'national disease'—indigestion; and all agreed on one point, viz., that nothing agreed with us. We discussed medicines. One had tried blue pills, another extract of dandelion, another almost every variety of purgatives. In fact, we had made apothecaries' shops of our insides; but nothing had done us any good. I said I wondered if your PLANTATION BITTERS would help us any. After some talk we concluded to try it, and meet again at the same place that day month, to compare notes. We did so. It was a jovial meeting, I can tell you. We scarcely knew one another. Each had gained flesh; each reported a good appetite, sound sleep, an easy stomach, and a regular habit of body. The change was marvellous. It was agreed to report the facts to you, and I was appointed to make this communication. You can publish it if you choose, and refer all skeptics for particulars to yours truly,

"ALBERT W. SHAW,
"No. 549 Downing Street, New York."

SEA MOSS FARINE from pure Irish Moss, for Blanc Mange, Puddings, Custards, Creams, etc. etc. The cheapest, healthiest, and most delicious food in the world.

THE BLIND CAN OPERATE THEM WITH EASE.—Permit me to add my testimony to the superior qualities of the "Grover & Baker" Sewing Machine.

I am totally blind, and have been from childhood. Sometime since I concluded to purchase a sewing machine.

In making my selection it was necessary for me to procure the simplest as well as the lightest running and easiest managed machine.

After testing the various machines, I was fully convinced that the Grover & Baker had all these required qualities combined. I purchased one, and in a very short time could hem, fell, tuck, and do all kinds of sewing with the greatest ease. One of the many great advantages I find that the Grover & Baker has over all other machines is, you can sew from the finest to the coarsest fabric without change of tension. I cheerfully recommend it to all who desire a first-class machine.

MRS. RACHEL WOOD,
No. 803 S. Ninth street, Philada.

A NEW AND SPLENDID HOTEL.—Attention is called to the advertisement in another column of Mr. J. Crawford's new and splendid hotel and restaurant, at the corner of Broad and Thompson streets, which is to be thrown open to-day and to-morrow for the inspection of the public. The hotel has been fitted up with marble floors, splendidly frescoed walls and ceilings, massive mirrors, solid walnut bars, counters, and lace and damask hangings to the mirrors, massive silver ware in the dining room, etc. etc., at a cost of over $12,000, and is decidedly the handsomest and most recherche establishment of the kind in the country.

TO SAVE MONEY and avoid delay, place all your orders for upholstery work, such as putting down carpets, upholstering and covering furniture, furniture slips, bedding, curtains, shades, etc., in the hands of Albertson & Co., Fifteenth and Chesnut, who make it a main feature of theirs to insure full and entire satisfaction to every customer.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 S. Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a large assortment of fine American Western Watches. This entire valuable stock is now being sold out below cost, preparatory to removal. Those who purchase at this store at the present time are certain to get the worth of their money.

ALL THE FASHION—

The Blue Diagonal English Coatings, made up in first-class style by

CHARLES STOKES, No. 824 Chesnut street.

SINGER'S FAMILY SEWING MACHINES, Ten dollars cash. Balance in monthly instalments. O. F. DAVIS, No. 810 Chesnut street.

RUBBER OVERSHOES AND BOOTS for Men, Women, and Children, can be had at retail at the very lowest prices. Goodyear's manufacture, old stand, No. 808 Chesnut street, lower side.

ANOTHER GREAT SALE
AT
OAK HALL!
MORE CLOTHING THAN IS CONTAINED IN ALL THE OTHER RETAIL CLOTHING HOUSES IN PHILADELPHIA
PUT TOGETHER,
TO BE
IMMEDIATELY DISPOSED OF!!

HINDERED
by the extensive building operations just completed at Oak Hall, preventing heretofore the full display of our goods and the due accommodation of our crowds of customers, we find ourselves well advanced in the season and
OVERSTOCKED
WITH
SPRING CLOTHING,
so we have determined once more to inaugurate a Sale for the Masses with prices away down below the LOWEST MARK EVER YET REACHED.

!!! TENS OF THOUSANDS !!!
OF
GARMENTS FOR MEN AND BOYS,
FILLING OUR
ENLARGED OAK HALL
FROM BASEMENT TO ROOF.

WANAMAKER & BROWN'S
LARGEST CLOTHING HOUSE IN AMERICA,
S. E. CORNER SIXTH AND MARKET STREETS

DIED.

BARTON.—On Tuesday morning, the 3d instant, KATE, youngest child of James and Julia H. Barton.

The relatives and friends of the family are invited to attend the funeral, from the residence of her parents, at Chester, on Thursday afternoon at 4 o'clock. Interment at Chester Rural Cemetery.

CHATTIN.—On the 3d instant, in the 33d year of her age, after a lingering illness, ELIZABETH, wife of Rev. Samuel C. Chattin, and daughter of William Wright, of Beverly, N. J., in a glorious hope of immortality.

The relatives and friends are respectfully invited to attend the funeral, from her husband's residence, at Berlin, New Jersey, on Thursday next at 1 o'clock, without further notice.

CHILD.—At Milwaukee, April 30, ESTELLE CLEMENT, wife of Alpha Child, aged 25 years and 6 months.

ELLIOTT.—On the 4th instant, of scarlet fever, WILLIE D. KENDRICK, only child of George and Lizzie Elliott, aged 5 years.

Due notice will be given of the funeral. 4

KID GLOVES. KID GLOVES.
A. & J. B. BARTHOLOMEW,
No. 23 North EIGHTH Street,
IMPORTERS AND SOLE AGENTS OF
The "Bartley" and "La Belle" Brands.
Offer of this season's importation the largest stock, greatest variety of shades, and most complete assortments ever offered in Philadelphia.
RETAIL PRICES.
Ladies' "Bartley," $1·65 per pair. Misses' "La Belle," $1·00 per pair.
" "La Belle," $1·25 " Gents' "Bartley," $2·00 "
" Joseph, $1·00 " " "La Belle," $1·50 "
" Jouvin, $1·45 "
Also, Parasols, Sun Umbrellas, Fans, Hosiery, Gloves, Lace Collars, Thread Collars, Bows, Corsets, etc. etc. etc. New styles Fancy Bows and Collars.
DRESS GOODS CLOSING OUT CHEAP.
DRESS GOODS CLOSING OUT CHEAP.
Note.—Every pair Kid Gloves guaranteed. If they rip or tear, another pair given in exchange.
MERCHANTS SUPPLIED AT LOWEST RATES. [4 2 wstfrp
KID GLOVES. KID GLOVES.

PEREMPTORY SALE
OF
VALUABLE WORKS OF ART.
Previous to sailing for Europe on the 14th of May, Mr. CHARLES F. HASELTINE will sell at auction all his Valuable Collection of Oil Paintings and Water Colors, WITHOUT RESERVE OR LIMITATION TO THE HIGHEST BIDDER, on the evenings of THURSDAY and FRIDAY, May 5 and 6. They will be sold at his Galleries, No. 1125 CHESNUT Street, where they are now on Exhibition Free.
The most valuable collection of Paintings perhaps ever offered in Philadelphia. 4 28 thsmtuwth8t
B. SCOTT, Jr., Auctioneer.

DRY GOODS.
E. R. LEE,
No. 43 North EIGHTH Street,
HAS NOW OPEN
THE MARQUISE KID GLOVE,
2-buttons, comprising exquisite shades.
Also, 200 dozen KID GLOVES at $1.
LADIES' FINE GAUZE LISLE AND SILK GLOVES.
GENTS' SUMMER UNDERWEAR, Cartwright & Warner's, at nearly half price.
LADIES do. do.
LADIES' AND GENTS' FULL REGULAR HOSE.
HANDSOME REAL POINTE COLLARS, very cheap.
NEW SHAPE POINTE COLLARS.
Job lot of BLACK THREAD LACE BARBES.
Another lot elegant New Hamburg Edgings Insertings.
NEW DRESS MOHAIRS for Suits, 25c.
JOB LOTS OF DRESS GOODS
OPENING DAILY.
25 pieces Heavy Mesh BLACK HERNANIES, cheap.
30 pieces Black and White Silk Stripe Hernani, 38c.
25 pieces Chene Mohairs, 28c., new.
29 pieces Figured Grenadines, 40 and 48c.
NEW BLACK SILKS. BLACK SILKS.
BLACK SILKS, from auction.
TUCKED NAINSOOKS for Short Skirts.
HEAVY CORDED PIQUE.
PARASOLS! PARASOLS!
PONGE PARASOLS, new styles.
SILK PARASOLS, new styles.
HANDSOME MOURNING PARASOLS.
Linen Parasols and Sun Umbrellas.
500 dozen LINEN COLLARS and CUFFS.
LINEN COLLARS AND CUFFS for Travelling, new.
50 ps. FINE WHITE ORGANDIES, 31 and 37c.
OPEN ON MONDAY.
200 pieces of MATTING, at 31c. Same goods selling in carpet stores for 50c.
MATTING, cheapest ever offered.
BLACK MOHAIRS AND ALPACAS.
NEW SHAPE HOOP-SKIRTS.
PLAID SUISSES FOR DRESSES.
PLAID NAINSOOKS.
8-4 FRENCH MUSLINS. 4 30 smwrp3t

SILKS. SILKS.
JOHN W. THOMAS,
Nos. 405 and 407 North SECOND St.,
Invites attention to his elegant stock of
SILKS.
BLACK SILKS in all qualities.
STRIPE AND PLAID SILKS in all colors.
PLAIN AND FIGURED SILKS.
JAPANESE SILKS of every variety. 3 30 3mrp

J. CHAMBERS, 810 ARCH ST., invites attention to the following goods, bought at an immense loss to the importer.
BLACK THREAD LACES.
BLACK GUIPURE LACES.
POINT APPLIQUE LACES.
VALENCIENNE and OTHER LACES.
LLAMA LACE POINTES.
LLAMA LACE SACQUES.
LLAMA LACE FANCHONETTES.
HAMBURG GOODS.
EDGINGS, INSERTIONS, FLOUNCINGS, Etc.
PATTERNS NOT TO BE FOUND ELSEWHERE.
WHITE GOODS.
PIQUES FROM 25c. to $1.
FRENCH MUSLINS, TWO YARDS WIDE, 50c.
PLAID NAINSOOKS, CAMBRICS.
Victoria Lawns, Figured Swiss, Shirred and Tucked Muslins for Waists. 5 3 6t4

CHILDREN'S CARRIAGES.
SHILL'S CHILDREN'S CARRIAGES.
THE HANDSOMEST, BEST MADE, AND LOWEST PRICES IN THE CITY.
N. B.—Carriages made to order. Repairing promptly done. 4 26 1mrp
No. 224 DOCK STREET.
WE DEFY ALL COMPETITION.

COLONNADE HOTEL,
FIFTEENTH AND CHESNUT STS.,
ENTIRELY NEW AND HANDSOMELY FURNISHED is now ready for permanent or transient guests

FOR SALE.
FOR SALE, ON EASY TERMS, FIRST-class DWELLING, Race street, opposite Logan Square. Also, one House No. 137 Nineteenth street, above Cherry. Inquire of H. WIREMAN, No. 725 WALNUT Street, or at buildings, of J. WIREMAN. 4 25mwf 6t*
GERMANTOWN—FOR SALE, A Modern Villa, 14 rooms. Near Depot. Terms easy. CHARLES H. STOKES, 5 3 16t* No. 4829 MAIN Street, Germantown.

TO RENT.
TO RENT, FURNISHED—A DESIRABLE MEDIUM-SIZED HOUSE; central location; modern conveniences.
Address "W. H. C.," Box 1639 Philadelphia Post Office. 5 2 tf rp
TO LET—THE STORE PROPERTY NO. 725 Chesnut street, twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high. Possession May 1, 1870. Address THOMAS S. FLETCHER, 12 10tf Delanco, N. J.
FOR RENT.—A NEWLY AND ELEGANTLY fitted-up and furnished moderate sized house, in the most fashionable part of the city (near Rittenhouse Square), to rent on a three years' lease, and furniture for sale. The furniture, which is perfectly new and complete, will be sold at a great sacrifice. The house will be rented without the purchase of furniture, if desired. Apply to CLARK & ETTING, 5 3 2t* No. 711 WALNUT Street.
STORE TO LET.—ON THE FIRST OF July the Store Property, No. 37 S. SECOND Street, 20 feet by 100. The upper rooms, 26 by 50, could be altered to allow a private entrance from Second street, and by subletting would materially reduce the rent. Address J. B. OKIE, 5 4tf COMMERCIAL ROOMS, Philada.
TO RENT, NO. 1733 CHESNUT STREET, a first-class residence; 2 baths, water in each room, and all other modern conveniences. $2500 per annum. Apply to JOHN CROMP. 4 29 6t No. 1731 CHESNUT Street.
GERMANTOWN—A FURNISHED COTtage to rent for six months. Within five minutes of depot. CHARLES H. STOKES, 5 3 16t* No. 4829 MAIN Street, Germantown.
GERMANTOWN—SEVERAL COTtages to rent and for sale. CHARLES H. STOKES, 5 3 16t* No. 4829 MAIN Street, Germantown.

REAL ESTATE AGENT.
DANIEL M. FOX & SON,
Conveyancers and Real Estate Agents,
No. 540 N. FIFTH ST., Philadelphia.
Principal Agency for Cottages and Lots at CAPE MAY and ATLANTIC CITY. 4 14 2mtp
FRED. SYLVESTER,
REAL ESTATE BROKER,
No. 208 South FOURTH Street,
3 8 tfrp PHILADELPHIA.

UMBRELLAS, ETC.
A FINE ASSORTMENT OF PONGEE Parasols, all colored linings. The latest styles of Parasols and Sun Umbrellas, at HINKLEY'S old stand, No. 605 VINE St. 4 28 12trp

REFRIGERATORS.
REFRIGERATORS.
FOR THE CHEAPEST AND BEST
GO TO THE MANUFACTORY OF
P. P. KEARNS,
No. 39 NORTH NINTH STREET,
4 23 smw3mrp BELOW AR

The Meeting of the Estranged.
From William Morris' Earthly Paradise.

With a great sigh, as one who throws
A burden off, that sweet arose,
And stood before him, trembling sore
With love and joy; ah, and once more
Fulfilled of love their kind eyes met,
Although apart they stood as yet,
Helpless with pain of ecstacy;
Till from her lips a joyful cry,
Ringing and sweet, burst forth, and he,
Strong no more with love's misery,
Faint, changed with this new joyful love,
His wandering hands towards her did move
E'en but a little way. But round
His fluttering heart her arms she wound,
And kissed his pale cheeks red again,
And hung above his lovesome pain,
Desiring him, as the Spring yearns
For the young summer sun that burns
His soft heart into fruitful death.
His parched mouth felt her odorous breath,
His weary, burning head did rest
Upon the heaven of her sweet breast,
His mazed ears heard her tender speech,
His eyes, his silence did beseech
For more and more and more of Love.

LITERATURE.

REVIEW OF NEW BOOKS.

A CRITICAL DICTIONARY OF ENGLISH LITERATURE, AND BRITISH AND AMERICAN AUTHORS, etc., by S. Austin Allibone. Vol. II. Published by J. B. Lippincott.

The publication of the first volume of Mr. Allibone's "Dictionary of Authors" created a decided sensation. The research that it displayed, and the thoroughness with which the grand plan of the work was carried out, were alike subjects for congratulation and surprise. It was recognized not only as a remarkable exhibition of bibliographical knowledge and well-directed industry, but as a perfectly unique contribution to the auxiliary literature of the day. The fault of the work was rather on the side of too great completeness than on that of falling short of what it promised, and some critics objected that a large amount of space was taken up with the names of writers of unimportant pamphlets and long-forgotten works who might as well have been allowed to rest unrecorded. Those who have frequent occasion to refer to such a compilation will be slow to admit that it can possibly be too thorough. In most cyclopædias it is just the out-of-the-way subjects neglected by the editors that are most frequently searched for, and it is because Mr. Allibone has explored with truly remarkable fidelity all the by-ways of literature that his Dictionary is so highly appreciated by those who are best able to understand its real value.

The time that has elapsed since the publication of the first volume made many fear that the elaborate character of the work would prevent its ever reaching a conclusion, and the issue of this second volume will therefore be a gratification to all who have taken an interest in the enterprise, and the conclusion will be hopefully and anxiously looked for. The second volume extends from title "Francis Kœmer" to title "W. I. L. Szgoma," and from page 1006 to page 2326. It is of course impossible for us to give an adequate description of the contents of such a volume, and it is enough to say that it fully carries out all the promises of its predecessor, and it will be scarcely possible for the most industrious searcher for knowledge to find the omission of the name of any writer or publication in the English language up to the date of compilation. This volume is dedicated to the publisher, Joshua B. Lippincott, whose enterprise has enabled it to be given to the world.

—From Claxton, Remsen & Haffelfinger we have received "Talks to my Patients," by Mrs. R. B. Gleason, M. D. This is a series of hints on medical subjects for women from a hydropathic point of view. Mrs. Gleason is the head of the Elmira Water Cure Establishment, and in this work she has endeavored to combine the substance of her "Parlor Talks" to her patients. A number of valuable hints are given, and the work can scarcely fail to be of use if its ideas are carried out according to the suggestions of the author.

The same house sends us "The Poetical Works of David Bates," edited by his son, Stockton Bates. The author of these poems died in January last, and the publication of a complete edition of his writings in verse, under the editorship of his son, is an act of filial piety that to a great extent disarms criticism. Mr. Bates was a man of poetical feelings rather than a poet; and although there are many graceful verses in this volume, there are few that have the genuine ring of poetry to them. Several, however, have gained considerable popularity on both sides of the Atlantic, and they are all of a character to please that large class of readers who delight in the elegant commonplaces of what is popularly known as magazine poetry. We candidly think that it would have been better to have let these verses remain in the corners of the newspapers and in the magazines to which they were originally contributed, without dragging them before a cold and critical world. But it is possible that the poems may find admirers, for the tastes of readers of poetry are exceedingly various, and much worse performances than these have passed through edition after edition. The book is handsomely printed on toned paper, and is bound in neat and attractive style.

—From Turner & Co. we have received "In Spain and a Visit to Portugal," by Hans Christian Andersen. Published by Hurd & Houghton. This is the fourth volume of the uniform edition of Andersen's works now in course of publication by Hurd & Houghton, by a special arrangement with the author. After his short stories for children Hans Christian Andersen has written nothing more delightful than his records of travel. His "Improvisatore" is one of the most exquisite descriptions of Italy ever given, and in this book he relates his impressions of Spain and Portugal with all the enthusiasm of a poet and all the keenness of vision that characterizes a genuine artist. No one familiar with the author's style will need any special recommendation for such a work as this, and we can bestow upon it no higher praise than to say that it is very delightful reading.

The same house sends us "Ben the Luggage Boy; or, Among the Wharves," by Horatio Alger, Jr., the fifth volume of "The Ragged Dick" series, and "Marion Berkley," by Laura Caxton, a pleasantly-written story for girls, both of which are from the press of Loring.

—From J. B. Lippincott & Co. we have received the May numbers of *Good Words*, *Good Words for the Young*, and *The Sunday Magazine*. These publications are up to their usual high standard of excellence. They are illustrated by some of the best English artists of the day, and their literary matter is from the pens of eminent and popular writers.

—*The Philadelphia Photographer* for May gives as its specimen a remarkably fine picture by Loescher & Pesach, of Berlin, Prussia, made by their improved skylight. This number has several interesting and important articles on a variety of subjects connected with the photographic art.

—*Leisure Hours* for May has an interesting series of articles.

—*The Industrial Protector*, edited by Wm. Y. Leader, No. 138 South Third street has reached its third number, and appears to be on the high road of success. It is a large and handsome quarto, printed on good paper, and its columns present a sufficient variety to suit all tastes.

—*The Grand Army Journal* is an attractive sheet, the publication of which has just been commenced at Washington, D. C., under the auspices of the Grand Army of the Republic. It is designed to advocate the claims of our soldiers and sailors, and to supply the veterans of the late war with a paper that will be at once attractive in itself and that will afford a means for interchange of ideas. The first number promises well, and we wish the enterprise success. Allen Page, No. 423 Walnut street, is the agent for this city.

SPECIAL NOTICES.

☞ BRANCH OFFICE, CONTINENTAL IMPROVEMENT COMPANY.
PITTSBURG, April 30, 1870.
A meeting of the Stockholders of the Continental Improvement Company will be held in the Branch Office of the Company, in the city of Pittsburg(corner of PENN and TENTH Streets), on TUESDAY, May 17, at 12 o'clock, noon, for the purpose of electing a Board of Directors to serve for the current year, and until their successors are duly elected and qualified. And also for the purpose of considering and acting upon the provisions of the Supplement to the Charter of said Company, approved Twenty-fourth day of March, 1870.
W. R. SHELBY,
5 2 14t Secretary.

☞ NOTICE.—A SPECIAL MEETING OF the Stockholders of the PHILADELPHIA, GERMANTOWN, AND NORRISTOWN RAILROAD COMPANY will be held in Room No. 24, PHILADELPHIA EXCHANGE, on THURSDAY, the 9th day of June next, at 12 o'clock M., for the consideration of an act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the Philadelphia, Germantown, and Norristown Railroad Company to increase its Capital Stock," approved the 30th day of March, 1870.
By order of the Board of Managers.
5 2 26 9 A. E. DOUGHERTY, Secretary.

☞ NOTICE IS HEREBY GIVEN TO THE subscribers to the Capital Stock of "THE PEOPLE'S BANK" that a meeting will be held at No. 144 S. SIXTH Street, on THURSDAY, the 5th day of May next, at 10 o'clock A. M., for the purpose of organizing said Bank and electing officers and directors.
D. B. McGINLEY,
CHARLES A. MILLER,
R. D. BAROLAY,
J. B. WALKER.
4 2t M5

☞ CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY,
OFFICE, TRENTON, N. J., April 11, 1870.
The Annual Meeting of the Stockholders of the Camden and Amboy Railroad and Transportation Company will be held in Trenton, New Jersey, at the Company's Office, on TUESDAY, the 10th of May, 1870, at 12 o'clock M., for the election of seven Directors to serve for the ensuing year.
SAMUEL J. BAYARD,
4 16 tMy9 Secretary C. & A. R. R. & T. Co.

☞ OFFICE MAPLE SHADE OIL COMPANY, No. 524 WALNUT Street, April 28, 1870.
The annual meeting of stockholders of this Company will be held at their office on THURSDAY, May 19, 1870, at 12 o'clock, noon, to elect a Board of five Directors and a Secretary and Treasurer to serve for the ensuing year. Transfer books to close 12th of May and reopen May 20.
HIRAM BROWN,
4 30 sw6t Secretary and Treasurer.

☞ ON AND AFTER SUNDAY, 17TH April, the SPRUCE AND PINE STREETS PASSENGER RAILWAY COMPANY will run their cars through from the Exchange to Fairmount Park for one fare. 4 15 1m

☞ TREGO'S TEABERRY TOOTHWASH.
It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.
It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!
Sold by all druggists and dentists.
A. M. WILSON, Druggist, Proprietor,
3 2 10m Cor. NINTH AND FILBERT Sts., Philadelphia.

☞ BATCHELOR'S HAIR DYE.—THIS splendid Hair Dye is the best in the world. Harmless, reliable, instantaneous, does not contain lead, nor any *vitalic* poison to produce paralysis or death. Avoid the vaunted and delusive preparations boasting virtues they do not possess. The genuine W. A. Batchelor's Hair Dye has had thirty years untarnished reputation to uphold its integrity as the only Perfect Hair Dye—Black or Brown. Sold by all Druggists. Applied at No. 16 BOND Street, New York 4 27 mwf5

☞ WARDALE G. McALLISTER,
Attorney and Counsellor at Law,
No. 261 BROADWAY,
New York.

☞ HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 26

☞ QUEEN FIRE INSURANCE COMPANY,
LONDON AND LIVERPOOL.
CAPITAL, £2,000,000.
SABINE, ALLEN & DULLES, Agents,
26 FIFTH and WALNUT Streets.

LEGAL NOTICES.

IN THE DISTRICT COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.
MATTHEW CRAIG, Assignee, etc., vs. JOHN McLEAN and SARAH, his wife, District Court. Levari Facias, March Term, 1870, No. 160.
The Auditor appointed by the Court to report distribution of the fund in Court derived from a Sheriff's sale, under the above entitled writ, of—
All that certain lot or piece of ground, with the improvements thereon erected, situate on the west side of American street, in the Seventeenth ward of the City of Philadelphia, 180 feet north from Master street, thence northward along American street 72 feet, thence westward at right angles to American street 61 feet 7¾ inches, thence westward at right angles to Cadwalader street 61 feet 7¾ inches to said Cadwalader street, thence southwardly along the same 72 feet, thence eastward at right angles thereto 48 feet 1¾ inches, and thence further eastward at right angles to American street 48 feet 1¾ inches to beginning.
Subject to ground-rent of $432.
Will attend to the duties of his appointment upon WEDNESDAY, May 11, 1870, at 3½ o'clock P. M., at his office, No. 518 WALNUT Street, in said city, when and where all persons interested are required to make their claims before the Auditor or be debarred from coming in upon said fund. E. C. MITCHELL,
4 28 10t Auditor.

ROOFING.

READY ROOFING.—This Roofing is adapted to all buildings. It can be applied to
STEEP OR FLAT ROOFS
at one-half the expense of tin. It is readily put on old Shingle Roofs without removing the shingles, thus avoiding the damaging of ceilings and furniture while undergoing repairs. (No gravel used.)
PRESERVE YOUR TIN ROOFS WITH WELTON'S ELASTIC PAINT.
I am always prepared to Repair and Paint Roofs at short notice. Also, PAINT FOR SALE by the barrel or gallon the best and cheapest in the market.
W. A. WELTON,
3 17t No. 711 N. NINTH Street, above Coates.

DRY GOODS.

223. FARIES & WARNER, 223
NORTH NINTH, ABOVE RACE,
WILL OPEN TO-DAY, FROM NEW YORK,
One case Mixed Dress Goods, 25c.
One case Mixed Dress Goods, 31c.
Blue and White Plaids, 37½c.
Mixed Poplins, for suits, 56c.
Chene Mohairs for suits, 62½c.
Tako Poplins for suits, 75c.
Silk and Wool Goods for suits, 85c.
Black and White Striped Mohairs, 26c.
Black Hernanies, splendid quality, 62½ and 75c.
Roubair Poplins, 25c., Poplin Alpacas, etc.
Black Alpacas, cheapest and best in the city.
Black Alpacas, 35, 37½, 40, 45, 50, 56, 62½, and 75c.
Job Lot Silk Figured Grenadines, 16c.
Bargains in Table Linens, from auction.
Plaid Nainsooks, 18, 23, 25, 31, 37½, 44, 50c.
Jones' Soft-finish Cambrics, 25, 31, 35, 40, 44, 50c.
Plain Nainsooks, 20, 25, 31, 37½, 44, and 50c.
Superb quality wide French Organdies.
Handsome Corded Piques, 45, 55, and 65c.
Swiss Mulls, Victoria Lawns, Tucked Nainsooks, etc.
Job lot Corded Cambrics, 25c., worth 50c.
Nottingham Lace from auction, 25, 31, and 37½c.
Misses', Ladies', and Gents' Merino Underwear.
Marseilles Quilts, cheaper than ever, $2·50, 3, 3·50, 4, 4·50 5, 6, 7, 8, 9, 10, 12, and 15.
Jacquard Loom Quilts, $2·50, only Store in the city where the original Jacquard Loom Quilt can be found at $2·50; far surpasses any other Quilt in the market for spring and summer wear.
FARIES & WARNER,
4 9 sw No. 223 N. NINTH Street, above Race.

PRICE & WOOD,
N. W. Corner Eighth and Filbert Sts.,
HAVE JUST RECEIVED FROM NEW YORK CASH SALES,
A new lot of Hamburg Edgings, Flouncings, and Insertings, new styles, fine goods.
A new lot of Guipure Bands, from 50c. up to $2; a double hand for 3¼ yards of work; Marseilles Trimmings, Dimity Bands, Registered Edgings, Coventry Rufflings, etc.
A cheap Edge, suitable for Trimming, 15c. a pc.
A new lot of Chemisettes, $1 and $1·25, very cheap.
Handsome Sash Ribbons and Trimming Ribbons.
Wide black Sash Ribbons, 81c., $1, 1·15, 1·20 up to 1·50 per yard.
A job lot of Ladies' Linen Hemstitched Hdkfs., 12½c.
Hemstitched Hdkfs., 15, 20, 25, 31, 37½, 45, 50c.
A job lot of Ladies' Corded Hemstitched Hdkfs., 31c.
Ladies' and Misses' Hosiery and Gloves.
Gents' Hosiery and Gloves.
Ladies' Berlin Thread Gloves, 16, 20, 22, 25, 28, 31c.
Ladies' Lisle Thread Gloves,
Ladies' Silk Gloves.
Ladies Kid Gloves, choice colors, etc.

BLACK SILKS! BLACK SILKS!
Black Silks, $1·37½, 1·62½, 1·75, 2, 2·12½, 2·25, 2·50 up to 3.
A new lot of Striped Grenadines, 40c., worth 50c.
One case mixed goods, 25c., same as selling at 31c.
Mixed goods for Suits, 50, 56, up to 95c.
Black Hernani, ¾ wide, 40, 62½, 75, up to 95c.
Black Alpaca, 31, 37½, 45, 50, 62½, 75, up to $1.

WHITE GOODS! WHITE GOODS!
White Piques, 25, 30, 33, 37½, 50, up to 80c. per yard.
Plaid and Striped Nainsooks.
Plaid and Striped Swiss Muslins.
Plaid Organdies, 25c. yd.
Soft finish Cambrics, Nainsooks, Swiss Muslins.
French Muslins and Organdies.
Marseilles Quilts, $3, 3·50, 4, 4·50, 5, 6, up to $10, imported to order, and less than importers' or auction prices
PRICE & WOOD,
3 5 w5 N. W. CORNER EIGHTH AND FILBERT.
N. B.—Black and white stripe Skirtings, 25 cents yard.

MILLIKEN'S
LINEN STORE,
No. 828 ARCH STREET,
AND
No. 1128 CHESNUT Street
Spring Importations.
IMMENSE STOCK OF
LINEN GOODS,
WHITE GOODS, and
HOUSE-FURNISHING GOODS.
PRICES DOWN
4 21 mwf] TO PRESENT GOLD RATE.

GEORGE FRYER,
No. 916 CHESNUT Street,
Invites attention to his stock of DRY GOODS, selected with great care, and will be sold as cheap as any house in the city.
BLACK SILKS from $1·50 to $6 per yard.
FANCY SILKS from $1 to $10.
HERNANI in Black and Colors.
INDIA AND OTHER SHAWLS.
INDIA PONGEE.
DRESS GOODS IN GREAT VARIETY, and many articles not to be found in any other store.
GIVE US A CALL. 4 6 2m

THE MISSES
McVAUGH & DUNCAN,
NO. 114 SOUTH ELEVENTH STREET
Have opened their Spring Stock of
EMBROIDERIES AND WHITE GOODS
AT THE LOWEST CASH PRICES.
FRENCH BREAKFAST CAPS.
PIQUES IN EVERY VARIETY.
PLAID, FIGURED AND STRIPED NAINSOOKS.
VICTORIA LAWN, CAMBRIC AND JACONET
LAWN AND SWISS PUFFED MUSLIN.
FRENCH NAINSOOK AND ORGANDIES.
REAL AND IMITATION LACES.
LADIES', GENTS' AND CHILDREN'S HANDKERCHIEFS.
LINEN AND LACE COLLARS AND CUFFS.
NOVELTIES AND FANCY ARTICLES.
PARTICULAR ATTENTION PAID TO MAKING UP INFANTS' WARDROBES. 3 26mw2mrp

MRS. R. DILLON.
NOS. 322 AND 331 SOUTH STREET.
Ladies and Misses Crape, Gimp, Hair, Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks, Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery, Crape Veils, etc. 1 45

LADIES' DRESS TRIMMINGS
Staple and Fancy.
Fringes, Gimps, and Buttons.
Pearl Buttons, a good assortment.
Embroidered Slippers and Cushions.
American Zephyr.
Berlin Zephyr sold, full weight.
4 9 3m RAPSON'S,
4 9 3t* N. W. cor. of EIGHTH and CHERRY Streets.

REMOVAL.—MRS. E. HENRY, MANUFACturer of Ladies' Cloaks and Mantillas, finding her late location, No. 16 North Eighth street, inadequate for her largely increased business, has removed to the ELEGANT AND SPACIOUS WAREROOM, at the Southeast corner of NINTH and ARCH Streets, where she now offers, in addition to her stock of Cloaks and Mantillas, a choice invoice of Paisley Shawls, Lace Points and Sacques. 3 29 3m

Corn Exchange Bag Manufactory.
JOHN T. BAILEY,
N. E. Cor. WATER and MARKET Sts
ROPE AND TWINE, BAGS and BAGGING, for Grain Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand.
2 4 Also, WOOL SACKS.

CARPETINGS, ETC.

E. J. LESTER. CHAS. F. WEBER.
WM. T. CERNZA.
E. J. LESTER & CO.'S
CARPET WAREHOUSE,
No. 29 North SECOND Street,
Opposite Christ Church
PHILADELPHIA.
CARPETINGS.
VELVETS,
BODY BRUSSELS,
TAPESTRY BRUSSELS,
THREE-PLY,
INGRAIN
VENETIAN CARPETS.
ALSO,
Oil Cloths, Window Shades, Etc.,
IN GREAT VARIETY.
ALL THE ABOVE GOODS WILL BE SOLD, WHOLESALE AND RETAIL, AT THE
Lowest Market Rates.
E. J. LESTER & CO.,
Opposite Christ Church
No. 29 North SECOND Street,
4 2 smw3m PHILADELPHIA.

ARCH STREET CARPET
WAREHOUSE.
CARPETINGS.
New Styles at the Reduced Rates
BRUSSELS, 3-PLYS, INGRAIN, AND VENETIAN
CARPETINGS,
At 25 per cent. lower than last season's prices.
JOSEPH BLACKWOOD.
No. 832 ARCH STREET,
8 19 2mrp Below Ninth, South Side.

PATENTED AUGUST, 1866. IMPROVED March, 1869. Carpets thoroughly cleaned by the only Machine in the United States that removes Moths and Worms and revives the colors. Send orders to WILLIAM MCALPHIN, No. 1436 SOUTH Street above 15th. Patent rights for States and cities for sale. 5 2 12t*

FURNITURE, ETC.

WILLIAM FARSON'S
Improved Patent Sofa Bed
Makes a handsome Sofa and comfortable Bed, with Spring Mattress attached. Those wishing to economize room should call and examine them at the extensive first-class Furniture Warerooms of
FARSON & SON,
No. 228 S. SECOND Street.
Also, WILLIAM FARSON'S PATENT EXTENSION TABLE FASTENING. Every table should have them on. They hold the leaves firmly together when pulled about the room. 3 19smw3m

RICHMOND & CO.,
FIRST-CLASS
FURNITURE WAREROOMS
No. 45 SOUTH SECOND STREET,
EAST SIDE, ABOVE CHESNUT,
11 6 PHILADELPHIA

FURNITURE
Selling at Cost,
No. 1019 MARKET Street.
4 18 3m G. R. NORTH.

GENT'S FURNISHING GOODS.

PATENT SHOULDER-SEAM
SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.
PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
11 9 No. 706 CHESNUT Street.

OUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET-KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, Etc. Ear instruments, to assist the hearing, of the most approved construction, at
P. MADEIRA'S,
26 No. 115 TENTH Street, below Chesnut.

COPARTNERSHIPS.

THE FIRM OF BUZBY & CO. IS THIS DAY dissolved by mutual consent.
All claims will be settled by either of the late partners at Nos. 951 and 933 MARKET Street.
GEORGE L. BUZBY
JOHN L. BUZBY.
Philadelphia, April 30, 1870. 30 6t*

DYEING AND SCOURING.

JOSEPH MOTTET,
ELEVE DE PARIS,
FRENCH STEAM DYEING AND SCOURING,
On any kind of Wearing Apparel, for Ladies, Gents, and Children. Patent apparatus for Stretching Pants from one to five inches.
No. 209 S. NINTH Street,
26 Philadelphia.

MEDICAL.

NEW DISCOVERY.—ELIXIR J. F. BERNARD—TONI STHENIQUE. ANTI-DYSPEPTIC. The several observations made by the best physicians of the Faculte de Paris have proved that the sicknesses arising from impoverishment of the blood or nervous exhaustion, viz.:—Anæmia, Chlorosis, Sympathisme, Phthisic, Diabetes, Albuminuria, Scorbut, etc., etc., are radically cured with the ELIXIR J. F. BERNARD. General Depot—A. BERNARD, No. 61 CEDAR Street, 2d floor. For sale by all respectable druggists. $1 bottle.

THE VATICAN,
No. 1010 CHESNUT Street.
Garden Vases, classical designs.
Garden Vases at all prices.
Garden Vases at $2·50.
Garden Vases at $3·00.
Garden Vases at $4·00.
Garden Vases at $5·00.
Garden Vases at $6·00.
Garden Vases at $7·00.
Garden Vases at $8·00.
Garden Vases at $10·00.
Garden Statuary, Flower Pots, and Hanging Vases in great variety.
No decoration adds to the natural beauties of the garden or lawn—and at so little expense—as a few Vases filled with flowering plants. 4 20 1m

JET GOODS, NEWEST STYLES, DIXON'S
No. 218 EIGHTH Street 4 15 6w

FINANCIAL.

SEVEN PER CENT.
First Mortgage Bonds
OF THE
Danville, Hazleton, and Wilkesbarre Railroad Company,
At 82 and Accrued Interest
[TO BE ADVANCED TO 85, May 15],
Clear of all Taxes.
INTEREST PAYABLE APRIL AND OCTOBER.
Persons wishing to make investments are invited to examine the merits of these BONDS.
Pamphlets supplied and full information given by
Sterling & Wildman,
FINANCIAL AGENTS,
No. 110 SOUTH THIRD STREET,
4 12 tf PHILADELPHIA.
Government Bonds and other Securities taken in exchange for the above at best market rates.

WE OFFER FOR SALE
THE FIRST MORTGAGE BONDS
OF THE
SOUTHERN PENNSYLVANIA IRON
AND
RAILROAD COMPANY.
These Bonds run THIRTY YEARS, and pay SEVEN PER CENT. interest in gold, clear of all taxes, payable at the First National Bank in Philadelphia.
The amount of Bonds issued is $625,000, and are secured by a First Mortgage on real estate, railroad, and franchises of the Company the former of which cost two hundred thousand dollars, which has been paid for from Stock subscriptions, and after the railroad is finished, so that the products of the mines can be brought to market, it is estimated to be worth $1,000,000.
The Railroad connects with the Cumberland Valley Railroad about four miles below Chambersburg, and runs through a section of the most fertile part of the Cumberland Valley.
We sell them at 92 and accrued interest from March 1. For further particulars apply to
C. T. YERKES, Jr., & CO.,
BANKERS,
NO 2 SOUTH THIRD STREET,
PHILADELPHIA.

JAY COOKE & CO.
PHILADELPHIA, NEW YORK, AND WASHINGTON,
BANKERS
AND
Dealers in Government Securities.
Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.
INTEREST ALLOWED ON DEPOSITS.
COLLECTIONS MADE ON ALL POINTS.
GOLD AND SILVER BOUGHT AND SOLD.
RELIABLE RAILROAD BONDS FOR INVESTMENT.
Pamphlets and full information given at our office,
No. 114 S. THIRD Street,
PHILADELPHIA. [4 1 3m

ELLIOTT & DUNN,
BANKERS
No. 109 SOUTH THIRD STREET,
DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.
DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.
ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.
Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26

GLENDINNING, DAVIS & CO.,
No. 48 SOUTH THIRD STREET,
PHILADELPHIA.
GLENDINNING, DAVIS & AMORY,
No. 2 NASSAU STREET, NEW YORK,
BANKERS AND BROKERS.
Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.
Direct telegraph communication from Philadelphia house to New York. 1 2

D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET.
Successors to Smith, Randolph & Co.
Every branch of the business will have prompt attention as heretofore.
Quotations of Stocks, Governments, and Gold constantly received from New York by private wire, from our friends, Edmund D. Randolph & Co.

FINANCIAL.

SILVER
On hand and FOR SALE in amounts and sizes to SUIT.
DE HAVEN & BRO.,
No. 40 South THIRD Street.
4 13

P. S. PETERSON & CO.,
No. 39 SOUTH THIRD STREET,
TRANSACT A GENERAL BANKING BUSINESS.
GOVERNMENT AND STATE LOANS, RAILROAD STOCKS AND BONDS, bought and sold on commission.
INTEREST ALLOWED ON DEPOSIT, subject to check at sight.
LOANS on collateral promptly negotiated. 1 26

B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.
Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. 26

SILVER
FOR SALE.
C. T. YERKES, Jr., & CO.,
BANKERS AND BROKERS,
No. 20 South THIRD Street,
4 25 PHILADELPHIA.

COUPONS OF FIRST MORTGAGE SEVEN PER CENT. BONDS
OF THE FREDERICKSBURG AND GORDONSVILLE RAILROAD COMPANY OF VA.,
Due May 1, payable in gold, will be paid by the Farmers Loan and Trust Company, New York, Trustees.
The coupons will be cashed at office of
SAMUEL WORK, Banker,
4 28 6t* No. 25 South THIRD Street, Philadelphia.

PROPOSALS.

NORTHERN PACIFIC RAILROAD.
To Railroad Contractors.
Sealed Proposals will be received at the office of the NORTHERN PACIFIC RAILROAD COMPANY, No. 120 BROADWAY, corner of Cedar street, New York, until WEDNESDAY, the 1st day of June, 1870, at 12 o'clock Noon, for the Grading, Masonry, Bridging and Ballasting of that portion of the Northern Pacific Railroad in the State of Minnesota, extending from the Dalles of the St. Louis River to the Red River, the western boundary of Minnesota (a distance of about 230 miles), including everything requisite to complete the road-bed for a single track, and necessary side tracks, ready to receive the rail superstructure. Proposals may be for the work in detail, or by the mile.
The said Company will also receive Proposals, at the same time and place, for the timber cross-ties, and for the iron rails, spikes, and fixtures for the road as above. The iron rails to be delivered on the dock at Duluth, Minnesota, or at the crossing of the Mississippi River, and the ties to be received according to blank forms which will be ready for distribution on WEDNESDAY, May 4, 1870, at the office of the Company, as above, where plans of the structures, and maps and profiles of the road, with full specifications, can then be seen, and the time allowed for completion of the contracts made known.
The Company reserve the right to reject any or all bids not deemed to be for the interest of the Company.
Printed circulars containing full information will be furnished on application, by mail or otherwise, to EDWIN F. JOHNSON, Chief Engineer, or to the President of the Company, at the office, No. 120 BROADWAY, as above.
J. GREGORY SMITH,
President Northern Pacific Railroad Co.
New York, April 26, 1870. 4 27 10t

FIRE AND BURGLAR PROOF SAFE
J. WATSON & SON,
Of the late firm of EVANS & WATSON,
FIRE AND BURGLAR-PROOF
SAFE STORE
NO. 53 SOUTH FOURTH STREET,
4 25 A few doors above Chesnut st., Philad'

PAPER HANGINGS.

LOOK! LOOK!! LOOK!!!—WALL PAPERS and Linen Window Shades Manufactured, the cheapest in the city, at JOHNSTON'S Depot, No. 1038 SPRING GARDEN Street, below Eleventh. Branch, No. 307 FEDERAL Street, Camden, New Jersey. 1 26

MONTPENSIER.

His Justification of His Conduct.

At his trial, the Duke of Montpensier put in the following admission and justification:—"For a long time the Infante Don Henri de Bourbon endeavored to provoke me. On the 21st of December, 1868, he published his first letter, a copy of which is annexed, in which I don't know which he tried to insult most, my ancestors, my family, or myself. On the 14th of January of the present year he published his second letter, directed to the Regent, in which he repeated the grossest insults against me. Not living in the place where he published these writings, I did not try to require explanations from him respecting them, but on the 7th ult., both of us being in Madrid, he published a fly-sheet entitled *A los Montpensieristas*, which was circulated with great profusion in all parts, and was even printed in some of the newspapers. In it, as will be seen by the copy herewith, he repeated and augmented his insults to my person and my family, so much so that no one who values his honor and the good name of his family could have possibly allowed the matter to pass unnoticed. In view of such persistence in provocation, without my having given any motive for it, and desirous of avoiding a scandal, I sent to him to ask if it was written by him, and he having replied that it was, and that he ratified it and assumed its responsibility, I saw myself under the necessity of asking from him a retraction of such insults. Not having been able to obtain any kind of satisfaction, we met in the Dehesa de los Carabancheles on the morning of the 12th of March. My Adjutant, Colonel Solis, accompanied me, and there appeared there also Generals Cordova and Alaminos, who, being informed on the question between us, at my request came to an understanding with Don Henri and three persons who there met with him, and who I learned were Don Federico Rubio, Don Emigdio Santamaria, and Don Andres Ortiz. After various fruitless attempts to come to an arrangement in presence of the six persons just mentioned, he refused to give me other satisfaction than with arms, and my offended honor and that of my ancestors, as an officer and a gentleman, forbade me to refuse to accept it. The preliminaries and preparations being settled, and we both being placed opposite each other, the duel occurred. The Infante fired and I answered, and so on successively, until at my third discharge I saw him fall to the ground, with a mortal wound, from which he died. Greatly affected by this result, which I would have wished to have done everything to avoid, I retired to my house, accompanied by Senor Rubio and General Cordova, where I have been interrogated, and where I await the consequences to which this lamentable act may give rise."

To the charges brought forward by the prosecutor, the Duke de Montpensier put in the following reply:—"I certainly do not deny the existence of the laws, both civil and military, which prohibit duelling in our country. I recognize the penalties imposed on those who forget these prescriptions, and I do not forget the duties imposed by our holy religion. I have proved this by the patience with which I have once and again suffered his insults—all the more affrenting when they were launched by a person tied to my family by the bonds of kinship and by the obligations of gratitude. Not only did he repeatedly insult me, but also my forefathers and ancestors, as may be seen in the said letters. My prudent silence in reference to his provocation did not suffice, but was wrongly interpreted by the Infante, and animated him to repeat his provocation, for it made him believe he could do so with impunity. He insulted me publicly for the third time, not politically, for in that sphere he was free to think what he liked about me, but in regard to what is most dear to every man—the honor of his person and that of his family. Notwithstanding this, I even yet took one step more towards conciliation. I did not credit the articles published with his name until I asked him expressly if they were his or not, expecting he would reflect upon the matter within himself. His answer was a fresh insult. In this situation I could not suffer in silence, red with shame, all the insults he had for more than a year been publicly directing against me. I was obliged to accept the only reparation he offered me—namely, to vindicate with arms the infamously calumniated honor of myself and my forefathers. Neither my family nor my rank, nor the honored uniform I wear, permitted me to hesitate a moment. It was not my choosing. I accepted the only chance he gave me. I did all I could to obtain another species of reparation. If he fell it certainly was not because I desired it—the Divine will ordered it so. The law must judge me. With tranquillity I await its sentence, though I am grieved to have seen myself obliged to give occasion for it."

Marvels of Memory.

Some examples of the marvels of memory would seem entirely incredible had they not been given to us upon the highest authority. Cyrus knew the name of each soldier in his army. It is also related of Themistocles that he could call by name every citizen of Athens, although the number amounted to twenty thousand. Mithridates, King of Pontus, knew all his eighty thousand soldiers by their right names. Scipio knew all the inhabitants of Rome. Seneca complained of old age because he could not, as formerly, repeat two thousand names in the order in which they were read to him; and he stated that on one occasion, when at his studies, two hundred unconnected verses having been recited by the different pupils of his preceptor, he repeated them in a reversed order, proceeding from the last to the first.

Lord Granville could repeat from beginning to end the New Testament in the original Greek. Cooke, the tragedian, is said to have committed to memory all the contents of a daily newspaper. Racine could recite all the tragedies of Euripides.

It is said that George III never forgot a face he had once seen, nor a name he had ever heard. Mirandola would commit to memory the contents of a book by reading it three times, and could frequently repeat the words backward as well as forward. Thomas Cranmer committed to memory, in three months, an entire translation of the Bible. Euler, the mathematician, could repeat the Æneid; and Leibnitz, when an old man, could recite the whole of Virgil, word for word.

It is said that Bossuet could repeat, not only the whole Bible, but all Homer, Virgil, and Horace, besides many other works.

Mozart had a wonderful memory of musical sounds. When only fourteen years of age, he went to Rome to assist in the solemnities of Holy Week. Immediately after his arrival, he went to the Sistine Chapel to hear the famous *Miserere* of Allegri. Being aware that it was forbidden to take or give a copy of this renowned piece of music, Mozart placed himself in a corner, and gave the strictest attention to the music, and on leaving the church noted down the entire piece. A few days afterward he heard it a second time, and, following the music with his own copy in his hand, satisfied himself of the fidelity of his memory. The next day he sang the *Miserere* at a concert, accompanying himself on the harpsichord, and the performance produced such a sensation in Rome that Pope Clement XIV requested that this musical prodigy should be presented to him at once.—*Oliver Optic's Magazine.*

PIANOS.

PIANOS, MUSIC, ORGANS.

LEE & WALKER

HAVE REMOVED

Their immense stock of SHEET MUSIC, etc., heretofore contained in Nos 722 and 926 CHESNUT Street, to

No 922 CHESNUT STREET,

AND HAVE OPENED

With a complete stock of MUSICAL PUBLICATIONS, PIANOS, ORGANS, MELODEONS, MUSICAL INSTRUMENTS, Etc. Etc. Etc.

LEE & WALKER'S Musical Almanac sent free to any address on application. 4 28 6t

CHARLES BLASIUS,

SOLE AGENT FOR THE SALE OF

STEINWAY & SONS'

World-Renowned Piano.

(Agent for Steinway & Sons since 1856.)

AT THE OLD WAREROOMS,

No. 1006 CHESNUT Street,

4 15 tf4p PHILADELPHIA.

ALBRECHT,
RIEKES & SCHMIDT,
MANUFACTURERS OF
FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
3 2 6 WAREROOMS, No. 610 ARCH Street.

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RIDGE ROAD and WILLOW Street.
WILLOW STREET WHARF, Delaware Avenue.
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NINTH Street and WASHINGTON Avenue.
PINE STREET WHARF, Schuylkill.
No. 1853 MAIN Street, Germantown.
No. 21 North SECOND Street, Camden, N. J., and CAPE MAY, New Jersey.

Wholesale and Retail Dealers in and Shippers of Eastern Ice. Send your orders to any of the above offices. "For prices, see cards." 5 3 1m

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Incorporated 1868.
OFFICES,
S. W. Corner FOURTH and LIBRARY,
No. 408 North TWENTY-FIRST Street.
Shipping Depot, SPRUCE STREET WHARF, Schuylkill River.

CHAS. J. WOLBERT, President.
3 30 60trp CHAS. B. REES, Superintendent.

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.

JAMES & HUBER,

No. 11 North SECOND Street,

Sign of the Golden Lamb,

Are receiving a large and splendid assortment of new styles of

FANCY CASSIMERES

And standard makes of DOESKINS, CLOTHS and COATINGS, {3 23 mws

AT WHOLESALE AND RETAIL.

DIVORCES.

ABSOLUTE DIVORCES LEGALLY OBtained in New York, Indiana, Illinois, and other States, for persons from any State or Country, legal everywhere; desertion, drunkenness, non-support, etc., sufficient cause; no publicity; no charge until divorce obtained. Advice free. Business established fifteen years
Address, M. HOUSE, Attorney,
3 21 3m No. 78 NASSAU Street, New York City

STOVES, RANGES, ETC.

THOMSON'S LONDON KITCHENER or EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Low-down Grates, Fireboard Stoves, Bath Boilers, Stew-hole Plates, Boilers, Cooking Stoves, etc.
EDGAR L. THOMSON,
Successor to SHARPE & THOMSON,
1 27 wfm 6m No. 209 N. SECOND Street.

RAILROAD LINES.

WEST JERSEY RAILROADS.

COMMENCING MONDAY, APRIL 4, 1870.

Leave Philadelphia, foot of Market street (upper ferry), at

8:00 A.M., Mail for Bridgeton, Salem, Millville, Vineland, Swedesboro, and intermediate stations.
11:45 A. M., Woodbury Accommodation.
3:15 P. M., Mail for Cape May, Millville, Vineland, and way stations below Glassboro.
3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.
5 45 P. M.,, Accommodation. Woodbury, Glassboro, Clayton, Swedesboro, and way stations.

EXTRA TRAIN FOR CAPE MAY.
(Saturdays only.)

Leave Philadelphia 8 00 A. M.
Leave Cape May 1:10 P. M.

Freight Train leaves Camden daily at 12 o'clock noon. Freight received in Philadelphia at second covered wharf below Walnut street.

Freight delivery at No. 228 S. Delaware avenue. Commutation tickets at reduced rates between Philadelphia and all stations.

3 15 WM. J. SEWELL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD CO.

TRAINS FOR PHILADELPHIA leave

PORT DEPOSIT at 9:25 A. M. and 4:25 P. M., on arrival of trains from Baltimore.

OXFORD at 6:05 A. M., 10:35 A. M., and 5:30 P. M.

CHADD'S FORD at 7:26 A. M., 12:00 M., 1:30 P. M., 4:45 P. M., and 6:49 P. M.

Passengers are allowed to take wearing apparel only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars unless a special contract is made for the same.

HENRY WOOD,
4 2 General Superintendent.

DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.,

N. E. Corner FOURTH and RACE Sts.,

PHILADELPHIA,

WHOLESALE DRUGGISTS,

Importers and Manufacturers of

WHITE LEAD AND COLORED PAINTS, PUTTY, VARNISHES, ETC.

AGENTS FOR THE CELEBRATED FRENCH ZINC PAINTS.

Dealers and consumers supplied at lowest prices for cash. 12 46

NEWELL, LANDSCAPE AND GENERAL Business Photographer, No. 724 ARCH Street, has every facility for taking Photographs of Country Seats in or out of the State. Merchants, manufacturers, and importers can have samples of goods photographed in the very best style. 4 29 1m

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Conestoga Ticking, etc. No. 233 CHESNUT Street, Philadelphia. 4 1 wfm3

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.

SPRING ARRANGEMENT
Of Passenger Trains, April 18, 1870.

Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P. M.

MORNING EXPRESS.

At 8:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3:50 P. M. for Reading, Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.

READING AND POTTSVILLE ACCOMMODATION.

Leaves Pottsville at 5:40 A. M. and Reading at 7:30 A. M., stopping at all way stations; arrives in Philadelphia at 10:20 A. M.

Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at 9:40 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2:05 P. M., and Pottsville at 2:45 P. M., arriving at Philadelphia at 6:45 P. M.

Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 8:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30, and 4:00 P. M. trains from Philakelphia, returning from Schwenksville at 8:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOKDALE RAILROAD.

Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M. and 12:20 noon, passing Reading at 7:23 A. M. and 2:05 P. M., arriving at New York 12:05 noon and 6:35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train from New York leaves Harrisburg at 8:10 A. M. and 2:05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4 50 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg and at 12:10 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 4:00 P. M., and from Tremont at 7:15 A. M. and 5:05 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.

SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:30 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—

FROM PHILADELPHIA.

6:45 A.M., for B. C. Junction, stops at all stations.
7:15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9:40 A. M. for West Chester stops at all stations.
11:50 A. M. for B. C. Junction stops at all stations.
2:30 P. M. for West Chester stops at all stations.
4:15 P. M. for B. C. Junction stops at all stations.
4:45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5:30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6:55 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.

FOR PHILADELPHIA.

5:25 A. M. from B. C. Junction stops at all stations.
6:30 A. M. from West Chester stops at all stations.
7:40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8:15 A. M. from B. C. Junction stops at all stations.
10:00 A. M. from West Chester stops at all stations.
1:05 P. M. from B. C. Junction stops at all stations.
1:55 P. M. from West Chester stops at all stations.
4:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9:00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.

ON SUNDAYS,

8:05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2:30 P. M. for West Chester stops at all stations.
7:30 A. M. from West Chester stops at all stations.
4:50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER Sup't.

ONE DOLLAR GOODS FOR 95 CENTS, [2 lifts.] DIAMON'S, No. 21 S. EIGHTH Street.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 6:30 A. M., via Camden and Amboy Accom. $2·25
At 8 A. M., via Camden & Jersey City Ex. Mail 3·00
At 2 P. M., via Camden and Amboy Express . . 3·00
At 6 P. M., for Amboy and intermediate stations.
At 6:30 and 8 A. M. and 2 P. M. for Freehold.

At 2 P. M. for Long Branch and points on R. and D. R.

At 8 and 10 A. M., 12 M., 2, 3:30, and 4:30 P. M. for Trenton.

At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco

At 6:30 and 10 A. M., 12 M., 3:30, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House; 8 A. M. and 2 P. M. for Riverton.

The 11:30 P. M. line leaves from Market Street Ferry (upper side).

FROM KENSINGTON DEPOT.

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.

At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's and Eddington.

At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M. for Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 8:30 P. M. for Holmesburg and intermediate stations.

FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.

At 7, 9:30, and 11 A. M., 1:20, 4 6:45, and 12 P. M., New York Express Lines, via Jersey City. Fare, $3 25.

At 11:30 P. M., Emigrant Line. Fare. $2·00.

At 7, 9:30, and 11 A. M., 1:20, 4, 6:45, and 12 P. M. for Trenton.

At 7, 9:30, and 11 A. M., 4, 6:45, and 12 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundays excepted.

BELVIDERE DELAWARE RAILROAD LINES.

FROM KENSINGTON DEPOT.

At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc.

At 11 A. from West Philadelphia Depot and 5 P. M. from Kensington Depot, for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COMPANY AND PEMBERTON AND HIGHTSTOWN RAILROADS.

FROM MARKET STREET FERRY (UPPER SIDE).

At 7 and 10 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and Medford.

At 7 and 10 A. M., 1, 3:30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 7 and 10 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.

At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.

LINES FROM NEW YORK TO PHILADELPHIA.

From foot of Cortland street at 1 and 4 P. M., via Jersey City and Camden; at 8 50 and 10 A. M., 12:30, 5, 6, and 9 P. M., and at 12 night, via Jersey City and West Philadelphia.

From Pier No. 1, North River, at 6:30 A. M., accommodation, and 2 P. M., express, via Amboy and Camden.

April 11, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD.
TIME TABLE.
On and after THURSDAY, April 21, 1870.
FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9:05, 10, 11, 12 A. M., 1:20, 2, 3½, 3¾, 4, 4½, 5:05, 5¾, 6, 6½, 7, 8, 9:20, 10:05, 11, 12 P. M.

Leave Germantown 6, 6:55, 7½, 8, 8:20, 9, 10, 10:50, 12 A. M., 1¼, 2, 3, 3:20, 4½, 5, 5½, 6, 6½, 7, 8, 9:20, 10, 11 P. M.

The 8:20 down train, and 3¾ and 5¼ up trains, will not stop on the Germantown Branch.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2, 4:05, 7, and 10¼ P. M.

Leave Germantown at 8¼ A. M., 1, 8, 6, and 9¾ P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia 6, 8, 10, and 12 A. M., 2, 3¾, 5¼, 7, 9:20, and 11 P. M.

Leave Chesnut Hill 7:10, 8, 9:40, and 11:40 A. M., 1:40, 3:30, 5:40, 6:40, 9, and 10:40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9¼ A. M., 2 and 7 P. M.

Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and 9:25 P. M.

Passengers taking the 6:55, 9, and 10:50 A. M. and 3:50 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½, 3, 4¼, 4, 5½, 6¼, 8:05, 10, and 11¾ P. M.

Leave Norristown 6½, 6:25, 7, 7¾, 8:50, and 11 A. M., 1½, 3, 4½, 6¼, 8, and 9½ P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Norristown 7 A. M., 1, 5½, and 9 P. M.

FOR MANAYUNK.

Leave Philadelphia 6, 7½, 9, and 11:05 A. M., 1½, 3, 4¾, 5, 6¼, 6¾, 8:05, 10, and 11¾ P. M.

Leave Manayunk 6, 6:55, 7½, 8, 10, 9:20, and 11½ A. M., 2, 3½, 5, 6¼, 6¾, and 10 P. M.

ON SUNDAYS.

Leave Philadelphia 9 A. M., 2½, 4, and 7½ P. M.

Leave Manayunk 7¾ A. M., 1½, 6¾, and 9½ P. M.

PLYMOUTH RAILROAD.

Leave Philadelphia 7¼ A. M. and 5 P. M.

Leave Plymouth 6¾ A. M. and 4¼ P. M.

The 7¾ A. M. train from Norristown will not stop at Mogee's, Potts Landing, Domino, or Schur's Lane. The 5 P. M. train from Philadelphia will stop only at School Lane, Manayunk, and Conshohocken.

Passengers taking the 7, 9:05, and 11 A. M. and 4 P. M. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 10 A. M. and 6 P. M. trains from New York connect with the 1:15 and 9:20 P. M. trains from Germantown to Ninth and Green streets.

5 20 W. S. WILSON, General Sup't.

NORTH PENNSYLVANIA RAILROAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.
Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:—

At 8:00 A. M. (Express) for Bethlehem, Allentown, Manch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9:45 A. M. (Express) for Bethlehem, Easton, Allentown, Manch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads.

At 1:45 P. M. (Express) for Bethlehem, Easton, Manch Chunk, Wilkesbarre, Pittston, and Hazleton.

At 5:00 P. M. for Bethlehem, Easton, Allentown, and Manch Chunk.

For Doylestown at 8:45 A. M., 2:45 and 4:15 P. M.

For Fort Washington at 7:30 and 10:45 A. M., and 11:30 P. M.

For Abington at 1:15, 5:20, and 8. P. M.

For Lansdale at 5:20 P. M.

Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to the new Depot.

TRAINS ARRIVE IN PHILADELPHIA.

From Bethlehem at 9 A. M., 2:15, 4:40, and 8:25 P.M.
From Doylestown at 8:25 A. M., 4:30 and 7:05 P. M
From Lansdale at 7:30 A. M.
From Fort Washington at 9:25, 10:35 A. M., and 3:10 P. M.
From Abington at 2:35, 6:45, and 9:20 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 8 P. M.
Doylestown for Philadelphia at 7:00 A. M.
Bethlehem for Philadelphia at 4 P. M.

Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

GREAT SOUTHERN MAIL ROUTE,
ONLY ALL RAIL LINE TO
NEW ORLEANS, MEMPHIS, NASHVILLE, ATLANTA, AUGUSTA, MONTGOMERY, MOBILE, MACON, RICHMOND, WELDON, WILMINGTON, CHARLESTON, SAVANNAH, and all principal points SOUTH and SOUTHWEST. Tickets for sale, baggage checked through to destination, and all information furnished at

No. 721 CHESNUT Street,
Masonic Hall,
G. RENTON THOMPSON,
1 tf Gen. Agent for Philadelphia.

AUCTION SALES.

T. A. McCLELLAND, AUCTIONEER

No. 1219 CHESNUT STREET.

Personal attention given to sales of Household Furniture at dwellings.

Public sales of Furniture at the Auction Rooms, No. 1219 CHESNUT Street, every Monday and Thursday.

For particulars see *Public Ledger.* 1 12

N. B.—A superior class of Furniture at private sale.

Manufacturer's Sale.
Manufacturer's Sale.
Manufacturer's Sale.

ELEGANT CABINET FURNITURE, SUITABLE for Parlor, Chamber, Dining-room, Library, and Office; Wardrobes, Bookcases, Sideboards, Easy and Chamber Chairs, Extension Tables, Lounges, Centre and Bouquet Tables, Hall Chairs, etc. etc. To be sold

On Thursday Morning,

May 5, at 10½ o'clock, by catalogue, at Concert Hall Auction Rooms, No. 1219 Chesnut street, a very large assortment of elegant cabinet furniture, by order of manufacturers.

Sale peremptory. 1t

LIPPINCOTT, SON & CO., AUCTIONEERS No. 240 MARKET Street.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, MAY 1, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	8·00 A M.
Paoli Accommodat'n, 10·30 A. M., 12·50 and	6·50 P. M.
Fast Line and Erie Express	12·30 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	9·45 P. M.
Way Passenger	11·20 P. M.
Pacific Express	12·00 night.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock.

Pacific Express leaves daily. Cincinnati Express daily, except Saturday. All other trains daily, except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M., at No. 116 Market street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	3 10 A. M.
Philadelphia Express	6·30 A. M.
Erie Mail	6 30 A. M.
Paoli Accommodat'n, 8·20 A. M., 3·50 and	6·25 P. M.
Parkesburg Train	9·00 A. M.
Fast Line, Buffalo Express	9·35 A. M.
Lancaster Train	12·55 P. M.
Erie Express	12·55 P. M.
Southern Express	7·00 P. M.
Lock Haven and Elmira Express	7·00 P. M.
Pacific Express	2·55 P. M.
Harrisburg Accommodation	9·50 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATTS,
4 29 General Superintendent, Altoona, Pa.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.

COMMENCING MONDAY, APRIL 4, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville,

CITY INTELLIGENCE.

A TEMPERANCE PARADE.—The parade of the I. O. Cadets of Honor and Temperance will come off on Thursday, May 12. The following is the programme for the occasion:—

Chief Marshal,
Grand Governor William S. Stiles.

Aids—R. C. Dothard, H. B. Potter, P. Moore, G. Gabel, R. Maris, James Pollock, Jr., S. S. Ketchum, and R. Rang.

The line will form on Broad street, right resting on Spring Garden street, facing south, at 10 o'clock A. M.

FIRST DIVISION.
Marshal—William H. Schreiber.
Oriental Section, No. 1.
Brotherly Love, No. 1, of N. J.
Putnam, No. 2.
Hamilton, No. 3.

SECOND DIVISION.
Marshal—A. Russell.
Minnehaha Section, No. 4.
Peabody, No. 7.
Grant, No. 9.
Fidelity, No. 13.

THIRD DIVISION.
Marshal—Joseph M. Kirby.
Conocksink Section, No. 5.
Brotherly Love, No. 14.
Peace, No. 15.

FOURTH DIVISION.
Marshal—Charles Kelly.
Fredonia Section, No. 16.
George Washington, No. 17.
Lincoln, No. 18.

The Sections will meet at 10 o'clock, as follows:—
First Division on Spring Garden street, facing east.
Second Division on Green street, facing east.
Third Division on Wallace street, facing east.
Fourth Division on Coates street, facing east.

At 10½ o'clock the Division Marshals will march their respective divisions on Broad street, facing south, and at 11 o'clock the line will move. Any section not in line at the proper time will fall in the rear of the procession.

The parade will pass over the following route:—Countermarch up Broad to Girard avenue, down Girard avenue to Tenth, down Tenth to Chesnut, down Chesnut to Fourth, down Fourth to Pine, up Pine to Broad, up Broad to Walnut, up Walnut to Eighteenth, up Eighteenth to Arch, down Arch to Eighth, up Eighth to Race, down Race to Franklin Square, and there dismiss.

The Chief Marshal's headquarters will be at Broad and Spring Garden streets, to whom the Division Marshals will report the arrival of their respective Divisions.

The Marshals of sections will form their respective sections as follows:—

Band.
Governor, Marshal, Governor.
Outside Protector, with staff.
Panner.
Grand Archon, supported by the Treasurer and Assistant Treasurer.
Grand Vice-Archon, supported by the Secretary, Assistant Secretary, Usher, and Assistant Usher.
Past Grand Archons, four abreast.
Members, four abreast.
Inside Watchman, supported by a Governor on either side.

If the weather should be wet or unfavorable, the parade will be postponed until Thursday of the following week.

LOCAL ODDS AND ENDS.—Another godsend to the street contractors—the rain of yesterday and last night.

—Lieutenant Pritchard is still on the police force.

—Whittier and Lowell edited the old Pennsylvania *Freeman*.

—Collector W. H. Barnes, of the First district, is dangerously ill.

—The bathing-house question will be decided to-morrow in Select Council.

—Our truthful friend Sam Josephs says he never made a cent at the Legislature.

—Henszey is anxious to be a participant in the next United States Senatorial fight.

—The anti-slavery folks will have a grand time at their final meeting to-morrow night.

—The Democracy were decidedly jubilant yesterday over the decision ousting Gibbons.

—Ghegan, Congressman O'Neil's right bower, was defeated last night. It is all up with O'Neil.

—The agent of the Reading Railroad at the Legislature was one of our city representatives.

—"Send the cattle along to get their slop" is a vulgarism well understood by our legislators.

—"Lish" Davis, it is said, is already packing up his traps for an emigration to Venango county.

—Mayor Fox has not yet signed the bill approving the sureties of the Delinquent Tax Collector.

—The Fairmount Park Commission are about roofing in the circle from which the Park carriages start.

—What are our High Constables paid for? Surely our citizens should not be taxed to keep up sinecures.

—The Twenty-second ward Republican meeting, on Monday evening, turned into an anti-Hong association.

—Hong's majority last year was 427, in a district which gave a Republican majority of 1000 for every other candidate.

—The journeymen slipper-makers have struck, and the employers, with the exception of two, are ready to accede to their demands.

—Why don't the "figure head" appoint the negro policeman? Is he afraid of the unterrified of the Fourth and Seventeenth wards?

—Auditor-General Hartranft spent a few days in the city recently. He will be a prominent candidate for the next Gubernatorial contest.

—One of Sam Joseph's pets enjoys a soft berth as clerk of one of our High Constables. In former days these officials could *all* read and write.

—One of the city Senators received five hundred shares of the Sewage Utilization Company for services rendered at the last Legislature. Who was it?

—Now that an error has been righted in the case of the District Attorney, would it not be well to inquire if there was not a mistake made in favor of Daniel?

—The Legislative mill on South Fourth street is visited daily by the late members. Are they all so sure of re-election that they are commencing thus early to "set up" matters for next winter?

—No less than eight bills passed the late Legislature with precisely the same names as corporators. Rumor has it that these charters were disposed of at the legislative junk shop on South Fourth street.

—We are asked "by what authority do policemen arrest pea-nuts and send them below?" We really can't answer, but would refer our correspondent to the ornamental head of the department. Perhaps he can tell.

—The Commissioners of Fairmount Park declare that no person shall be permitted to bring led horses within the limits of Fairmount Park, and any person bringing any horse into the park grounds that is not harnessed and attached to a vehicle or mounted by an equestrian, shall be guilty of a misdemeanor, and liable to a fine not exceeding five dollars.

—The centennial anniversary of the Presbyterian Church of Frankford will be celebrated to-day, by services in the morning, afternoon, and evening, in which the Rev. Drs. W. E. Schenck, William Blackwood Musgrave, Rev. Albert Barnes, Rev. Thomas Murphy, the pastor, who will deliver the historical address; Rev. James McCosh, D. D., of Princeton, and others will participate. Hon. Joseph Allison will deliver an address on the beginning of Presbyterianism in Philadelphia.

—"Challenge to the Advocates of Negro Equality!—John Campbell challenges the Abolitionists and other advocates of the equality of the negro with the white man, to meet him on to-morrow (Sunday) evening, at 7 o'clock, at the Franklin Hall, Sixth street, below Arch, when he will lecture one hour upon the moral, mental, physical, and intellectual inferiority of the negro. Discussion allowed after the lecture. Debate at 3 o'clock on the above question." The above was published in the *Pennsylvanian* March 1, 1851. Poor John! times have sadly changed with him, but he is still *Chas(e)*ing the negro!

SUPPOSED BURGLARS.—Late last night two villainous-looking chaps named John Runey and George W. Cochran were captured whilst skulking in the rear of a dwelling at Tenth and Carpenter streets. The supposition is that their intentions were the committing of a burglary, and upon this Alderman Bousall sent them to prison.

ACCIDENTAL.

The Perils of the Rail—The Number of Persons Killed and Injured on the Roads Running into the City in 1869.

Below we give the number of persons killed and injured during 1869 on the railroads having termini in the city, or making direct connection with them in the neighborhood of Philadelphia:—

Name of Road.	*Killed.*	*Injured.*
North Pennsylvania	6	3
Pennsylvania	78	188
Philadelphia and Erie	14	56
Philadelphia and Reading	30	24
Philadelphia, Germant'n & Norrist'n.	9	10
Philadelphia and Trenton	4	9
Phila., Wilmington and Baltimore	13	7
Reading and Columbia	..	4
Wilmington and Reading	..	2

ROWDYISM.

Moya vs. Hibernia.

We give the following statement as we ourselves received it:—Early this morning, whilst the Hibernia Fire Company was proceeding to the fire at Fifteenth and Walnut streets, they were met at Eighth and Walnut by a large crowd of the members and adherents of the Moyamensing Hose Company, who had evidently been lying in wait for them. Not being prepared for battle, the Hibernia halted, and for a time both companies refused to move. At length the Moya started off and turned up Tenth street; the Hibernia then started out Walnut street, but on reaching Tenth street they were attacked by the Moya roughs (who had returned) and severely handled. Andrew J. Casey, of the Hibernia, was badly beaten, as well as several others. The Mayor should at once investigate this matter.

The Hibernia members, after returning home, gathered together a large crowd and proceeded with their carriage to Eighth and Fitzwater streets, where they raised a cry which was soon responded to by the Moya. Another row ensued, and the carriage of the Hibernia was taken from the members. Finally the tumult subsided, and the carriage being recovered the Hibernia returned home.

RICHMOND AND YORK RIVER ROUTE TO THE SOUTH.—The large steamer State of Virginia, on the Richmond and York River line, made her first trip from Baltimore to West Point, Va., on Friday. She is 250 feet long, and fitted up in a style of magnificeece surpassing anything running on the Chesapeake Bay, and equalling in all respects the famous Sound and North river boats from New York. The State of Virginia is commanded by Captain L. W. Freeman, a very popular and agreeable gentleman, who has had years of experience on the Bay steamers, assisted by the clever and amiable James W. Biddle, clerk. Next week the fast steamer Admiral will be placed on the same line, under the command of Captain Phil. Reybold, son of Anthony Reybold, of Delaware City, and his clerk, Mr. V. B. Cavender. The Admiral is being fitted up in the same splendid style as her consort, and the two will supply a want long felt by the travelling community, under charge of gentlemen of acknowledged ability and personal worth. The boats leave No. 90 Light street, Baltimore, at 4 P. M., on the arrival of the noon train from Philadelphia, and arrive in Richmond at 9·40 the following morning. By this route passengers are insured a comfortable night's rest in wide, new, and clean berths, and they reach the capital of Virginia early next day, and it is the only route to the same point by which the rest is undisturbed. The State of Virginia was built at Cleveland, Ohio, and ran on the lakes as the Northerner. In 1862 she was brought east, and for some time was favorably known on Long Island Sound. Recently she has been completely overhauled, and received new engine and boilers from Neafie & Levy's shops of this city, and now is first-class in every particular.

This line is becoming quite popular through the energy of the general agent, Reuben Foster, Esq., No. 90 Light street, Baltimore, and the elegant accommodations furnished the travelling community. Arrangements are now being made to extend the Richmond and York River Railroad from West Point to Chesapeake Bay, and when the extension is carried out it will shorten the time from this city to Richmond via Baltimore to fourteen hours.

THE BOARD OF CITY TRUSTS—ITS PERMANENT COMMITTEES.—William Welsh, Esq., President of the Board of City Trusts, has completed the appointment of the standing committees of that organization. They are as follows:—

On Finance and Accounts—James L. Claghorn, chairman; Alexander Biddle, James Campbell, Daniel M. Fox, George H. Stuart.

On the Property of the Girard Estates within the City of Philadelphia—John H. Michener, chairman; Gustavus S. Benson, George H. Stuart, James Campbell, Samuel W. Cattell.

On the Property of the Girard Estates without the City of Philadelphia—J. Gillingham Fell, chairman; James L. Claghorn, Louis Wagner, William B. Mann, James Campbell.

On Household of Girard College—George H. Stuart, chairman; John H. Michener, Charles H. T. Collis, Samuel W. Cattell, J. Gillingham Fell.

On Instruction and Library of Girard College—William B. Mann, chairman; Edward King, Alexander Biddle, James Campbell, Daniel M. Fox.

On Admission and Discipline and Discharge of Girard College—Gustavus S. Benson, chairman; James L. Claghorn, Alexander Biddle, Louis Wagner, Henry M. Phillips.

On the Property and Administration of the Wills Hospital and other Trusts—Edward King, chairman; Alexander Biddle, William B. Mann, Charles H. T. Collis, James L. Claghorn.

Executive Committee—William Welsh, chairman; James L. Claghorn, John H. Michener, J. Gillingham Fell, Edward King, George H. Stuart, William B. Mann, Gustavus S. Benson.

THE MISSISSIPPI ABDUCTION CASE.—Some weeks ago we published the facts relative to the abduction of a little girl by her uncle from her home in Mississippi. The uncle was captured in Manayunk by Lieutenant Kelley, and the father of the child notified. A telegraphic reply was received stating that the father would at once visit this city. The prisoner, whose name was Cessna, was given several hearings, and the father (his brother) not appearing, he was discharged. Yesterday a Mr. E. A. Arrison, a prominent merchant and manufacturer of Crystal Springs, Mississippi, arrived in this city in search of the little girl. He stated that after receiving word of the arrest of his brother the girl's father was taken suddenly ill, and remained so for some time. Recovering, he rode thirty-five miles to Mr. G.'s residence, and requested him to come on here. After Mr. G. fully satisfied the authorities that he was the right party the child was produced, when she immediately rushed up to him and hugged and kissed him for joy. She then turned round and asked if she might not go home. Both left for Mississippi last night.

ON THE RAMPAGE.—Yesterday afternoon a colored individual named John Cook, fired with Nick Brown's poison whisky, visited the house of another colored man, in Gillis' alley, and insulted his wife. The husband, who was at work on the pavement, remonstrated, as did also a white man. To silence the latter John seized a brick and, hurling it at him, inflicted a serious wound on his head. John then fled, pursued by several parties. Stopping, he drew a knife and threatened to kill any one that dared approach him. At this juncture Reserve Officer O'Grady chanced to pass, and seeing John's threatening attitude took him into custody. Alderman Colgan sent him below in default of $500 bail.

FIRE.—About quarter of 2 o'clock this morning a fire broke out in the stable situated in the rear of the residence of Charles J. Peterson, northwest corner of Fifteenth and Walnut streets. The alarm was at once sounded, and owing to the prompt arrival of the firemen the flames were confined to the upper story, where they originated. The horses, wagon, harness, etc., were all saved. The fire is supposed to have been caused by sparks falling from the pipe of one of the two stablemen who had been sitting up reading. Mr. Peterson cannot at present estimate his loss, but the supposition is that it will not exceed $500. A pet poodle dog perished in the flames.

ACCIDENT.—Margaret Coppinger yesterday fell down a flight of stairs at the Newsboys' Home and sustained serious injuries. She was removed to the Pennsylvania Hospital.

COASTWISE.

Annual Meeting of the Southern Steamship Company—The Reports of the Past Year.

The annual meeting of the stockholders of the Philadelphia and Southern Mail Steamship Company was held at noon to-day, at the rooms of the Board of Trade, No. 505 Chesnut street.

On motion Mr. James C. Hand took the chair, and Mr. Charles S. Teal was appointed secretary.

The fourth annual report of the Board of Directors was then read by the secretary, and submitted for approval.

From this report it appears that the steamer Pioneer, belonging to the Wilmington line, made twenty-three round voyages during the year. The Tonawanda and Wyoming, on the Savannah line, made forty-five round trips. The Juniata and Yazoo, of the New Orleans and Havana line, made eighteen round voyages.

The steamers Tonawanda and Juniata are now laid up for repairs to boilers and hulls. In their places two of the Reading Railroad Company's steamers have been employed.

Since the last annual meeting a subscription conditioned upon fifty thousand dollars was opened and after persistent personal effort the sum of fifty-two thousand five hundred dollars was obtained. Of this amount $28,232·75 have been collected and paid into the treasury on the 31st of March, and the balance is considered available. This additional capital will place the finances of the company in a safe and independent position. The business of the company has steadily increased, and the operations of the year place the success of the enterprise beyond a doubt.

The results of the year were as follows:—

Earnings from freights	$550,746·92
" passengers	57,525·21
" sales of old material	994·45
" transportation of mails	697·20
" insurance scrip	335·00
" sales of scrapings, waste, and commissions	149·01
Total earnings	$610,447·79
Current expenses of the steamers, including all repairs	$522,024·47
Interest	988·26
State tax	543·10
Internal Revenue taxes	2,521·01
Expense of wharfage, rents, salaries, printing, etc	25,040·56
These exhibits show a net profit on the business of the year of	59,330·39

The total assets of the company are shown to be $575,368·81, and the total liabilities $42,493·18.

The following amounts have been carried to the credit of the construction account of the several steamers:—

Pioneer	$8,410·16
Tonawanda	17,372·00
Wyoming	14,435·27
Yazoo	19,112·96
	$59,330·39

An additional steamer is required on the Wilmington line, and it is for the stockholders to determine whether they will place the means at the disposal of the managers for thif purpose.

The report was unanimously approved.

Mr. Rene Guillou offered the following resolution, which was adopted:—

Whereas, The Board of Directors of the Philadelphia Southern Mail Steamship Company, actuated by a spirit of devotion to the interests of Philadelphia, having labored for several years under circumstances of great discouragement, arising from fire and shipwreck and causes beyond their control, do now present a most gratifying report of the prosperity of this company; therefore

Resolved, That the thanks of the stockholders and of the citizens of Philadelphia are justly due and are hereby tendered to the Board of Directors and officers of the company for their persevering and self-denying efforts in behalf of this enterprise, resulting in the permanent and prosperous establishment of steamship lines to our Southern ports, thereby not only giving value to the property of the stockholders, but greatly promoting the commercial interests of Philadelphia.

An election was then entered into for Directors for the ensuing year, which resulted as follows:—S. Flanagan, Henry Winsor, Winfield S. Russell, Richard Wood, William Massey, George N. Allen, James A. Wright.

THE RELAPSING FEVER.—The epidemic known as the relapsing fever is rapidly spreading in Bedford street and vicinity. It has now extended to Hurst street, Lisbon street and Alfred street, and is fast making its way northward towards Pine street. The Almshouse is full of patients and the Small-pox Hospital has been rented for their accommodation. Two ambulance loads of sick are sent out to the last named establishment daily. In consequence of the prevalence of the fever Rev. J. D. Long, the Bedford street misstonary, was compelled to close his day school yesterday.

For the information of those who may be stricken with the fever and who may not know where to apply, we state on the authority of Mr. Long that the ambulance starts from the Mission, No. 619 Bedford street, at 10 A. M. and 3 P. M. each day for the hospital, and that medical attendance can be had by applying to him at the Mission. At the request of Mr. Long, the Board of Health has put on twelve whitewashers, and the cellars will be closed to-day. Three houses have been closed, and are being thoroughly cleaned and whitewashed.

The Board of Health complain that it is deficient in the funds necessary to carry on the cleansing operations in a proper manner, and if this is the case Councils ought to appropriate any sum that may be needed without further delay. This is a matter that concerns the welfare of the city, and it should receive immediate attention. Mr. Long has been urgent in calling attention to the condition of the Bedford street neighborhood, and he ought to be supported by the city authorities and the public generally. We cannot afford to run the risk of having this city devastated by a pestilence during the coming summer, when by a little prompt action now such a calamity may be averted, and a neglect to take the proper precautions will be nothing less than criminal.

MEETING OF THE AGRICULTURAL SOCIETY.—A regular monthly meeting of the Pennsylvania Agricultural Society was held in the hall, Ninth and Walnut streets, this morning, the President in the chair. The minutes of the previous meeting were read and approved.

Mr. Austin, of Montgomery, was unanimously elected a member of the society.

Mr. Job Jackson, from the Pennsylvania Experimental Farm in Chester county, made a statement to the society concerning the present condition of the farm. The kitchen and office accommodations are very deficient, the kitchen in particular. This is so bad that no family can be found to occupy it. It has been thought best to use the greater part of the recent State appropriation of $3000 in the rebuilding of the kitchen and the erection of a small office building about ten feet square. A great difficulty is experienced in stocking the farm on account of the great want of means. The stock is not sufficient to consume the provender that is raised. The farm might be rendered infinitely more useful by the addition of fifty-five acres of land adjoining the present farm, which is offered for sale at a very reasonable figure. This is not to be done at present. The farm is of little or no value as regards to stock for the purposes for which it was founded. In some departments, however, as the ascertaining of the relative value of fertilizers, of different varieties of grain, etc., it is very useful, and could, with adequate means, be made much more so.

A revolving mole plough was exhibited to the society and explained by Mr. Herstine. This plough breaks up and pulverizes the ground while in the act of ploughing. It is said to be very effective.

After some other unimportant business, the meeting adjourned.

DISTRAINTS UPON THE VARIOUS RAILROAD CASES.—Deputy Collector James N. Kerns, this morning, pending the argument as to the power of the Internal Revenue Department to collect taxes, etc., for 1870, served the usual distraining notice upon the Philadelphia and Reading, the Philadelphia and Trenton, the Harrisburg, Lancaster, and Mount Joy, and the Lake Superior and Michigan Railroad companies. The notice is in the following form:—

COLLECTOR'S OFFICE, UNITED STATES INTERNAL REVENUE, for the First Collection District of Pennsylvania, No. 527 Chesnut street, second story, front.—PHILADELPHIA, ——, 1870.—Sir—Take notice, that I have this day levied upon such of your property as is liable to distress for United States Internal Revenue tax due by you, amounting to ——; and you are hereby notified not to remove any of said property without payment of said tax and the expenses of the distress thereon. Any such removal will be at your peril.

If payment of said tax and the cost of distress, etc., is not made before 3 P. M. to-morrow, the property levied upon will be taken possession of, which will materially increase the charges.

EXPLOSION.—About half-past 7 o'clock an alarm of fire was occasioned by the exploding of a box of Union torpedoes in the confectionary store of H. Redenback, No. 507 South Second street. Damage to the extent of $100 was done.

POSTPONED.—The game announced for to-morrow afternoon between the Athletics and Intrepids will not be played. The game between the Athletics and Experts will positively take place as announced.

SAD AFFLICTION.—William H. Barnes, Collector of Internal Revenue for the First District of Pennsylvania, was last night attacked with a paralytic stroke, which his friends fear will prove fatal.

THIRD EDITION

Life in New Orleans.

A New Vendetta.

The Civil Service Bill.

Assaulted by Mr. Bingham.

The St. Thomas Treaty.

Denmark has an Explanation.

Etc., Etc., Etc., Etc., Etc.

FROM WASHINGTON.

Congressmen Going to Take a Look at San Domingo.

Special Despatch to The Evening Telegraph.

WASHINGTON, May 4.—The Congress, at Boston, is under orders to proceed to San Domingo, touching *en route* at Norfolk, where she will take on board several Senators and members, who go from here in a few days on the Tallapoosa.

The Shaky War Building.

As already announced, in consequence of the immense quantity of books, papers, etc., stored on the upper floor of the War Department building, the weight has caused the floor to sink an inch or more. Some three years since the building was examined and pronounced unsafe, and now the fact has become apparent. A new building will doubtless be constructed, as it is greatly needed in many respects.

The Medical Association.

Secretary Robeson has ordered Surgeon N. Pinckney to represent the medical department of the navy in the National Medical Convention now in session here.

A Temporary Appointment.

The President has appointed Commander C. H. Cushman, U. S. N., as Acting Chief of the Bureau of Equipment and Recruiting during the absence of Commodore Smith, who is on a tour of inspection to the several navy yards.

The Civil Service—Judge Bingham Assaults Mr. Jenckes' Bill.

Judge Bingham made a speech to-day against Mr. Jenckes' Civil Service bill, which it is conceded will kill it. He made the point that it is unconstitutional, inasmuch as it proposes to take the appointing power out of the hands of the President, and that it is in conflict with the spirit of American institutions, because it proposes to set up an aristocracy of office-holders.

FROM THE SOUTH.

A New Orleans Vendetta—A Reporter and Ex-Police Officer Shooting at Each Other.

NEW ORLEANS, May 4.—A shooting affair occurred last night between John Barrett, local reporter of the *Picayune*, and ex-Special Police Officer Smith, in which the latter was dangerously and the former slightly wounded. Ex-Special Officer Delpert was shot and dangerously wounded during the difficulty. The cause was animadversions in the *Picayune* on special metropolitans and the publication by Smith of a scurrilous circular on Barret.

A Million Dollar Railroad Suit.

Counsel for the Jackson Railroad Company have brought suit against Henry S. McComb and associates for a million dollars damage, growing out of the recent contest for the control of the New Orleans, Jackson and Great Northern Railroad.

Baltimore in Sympathy with Richmond.

BALTIMORE, May 4.—All the city offices are closed, and the flags on the public buildings and newspaper offices are at half-mast, the day being observed by proclamation of the Governor in sympathy for the sufferers by the Richmond calamity.

FROM DENMARK.

An Explanation About the St. Thomas Purchase.

COPENHAGEN, May 4.—The President of the Council of Ministers yesterday informed the Folkthing that a communication from Washington to the Danish government had just been received explaining the delay in the ratification of the treaty for the purchase of St. Thomas, and would be promptly submitted to the delegates for their action.

Ship News.

QUEENSTOWN, May 4.—Arrived, steamships City of Washington and France.
SOUTHAMPTON, May 4.—Arrived, steamer Union.
HAVRE, May 4.—Arrived, steamship Atalanta.

Export of Specie.

NEW YORK, May 4.—The steamship China takes out $85,000 in specie.

$8000 WORTH OF SILKS.

A Successful Job by Thieves.

Some time during the early hours of this morning thieves effected an entrance into the dry goods store of Messrs. Melloy & Cooper, No. 217 South Tenth street, and robbed it of sixty pieces of silk, assorted patterns, valued at $8000. In the rear of the premises are two stables, surrounded by a large area, and from the latter exit can be made in four different directions. The thieves entered by way of the area, scaled a wall about eight feet high, forced open a rear shutter with a "jimmy," and entered the store. They then procured the goods, and forcing the padlock of the back gate, quietly made their way out and escaped.

The following is a description of the goods stolen:—

Three pieces blue silk.
Three pieces green silk.
Six pieces brown silk.
Four pieces violet silk.
Three pieces steel silk.
One piece fawn silk.
Three pieces black satin.
One piece black and white stripe silk (wide stripe).
One piece black and white mottled stripe.
One piece violet Japanese silk (figured).
One piece steel Japanese silk (figured).
Four pieces small plaid Japanese silk, black and white, blue and white, green and white, and Purple and white.
Three pieces black silk, with white stripe.
Three pieces steel color, and black stripe.
Three pieces narrow stripe, steel and white stripe.
Eighteen pieces black silk.

TRIAL TRIP.—Yesterday the Chief of Police, accompanied by Lieutenant Smith, made a trip down the river for the purpose of testing the merits of the new boat lately built for the Harbor force. The vessel proved to be all that could be desired, making good time and working easy. At Greenwich Point the Chief found a new frame building, just erected by William P. Logue & Son, 104 feet wide by 1080 feet deep, and capable of storing 25,000 barrels of oil. The law requires that all such storehouses shall have a trench surrounding them. Not finding one at the place, the Chief ordered that it should be dug immediately.

BURGLAR CAPTURED.—An individual who gives his name as William Hayes was found yesterday afternoon secreted in the yard of the grindstone establishment on the west side of York avenue, near Wood street. William possessed no head covering, and being questioned said he had entered the place to borrow a cap from one of the workmen. The officer deemed him guilty of having committed the burglary at No. 406 Wood street, and therefore took him into custody. He will have a hearing to-day at the Central Station.

THE RICHMOND SUFFERERS.—The following is an extract from a letter received from a prominent official in Richmond:—

"Providence alone saved me from being killed or mangled in the horrible disaster. Duty to the dead and dying friends has prevented my earlier writing in full. Most of the bereaved families are left in entire destitution and many of the wounded maimed for life. The noble, prompt, and truly generous aid tendered from Philadelphia will be grotefully appreciated by Virginia."

GENT.'S FURNISHING GOODS.

FINE DRESS, IMPROVED SHOULDER-SEAM

PATTERN SHIRTS,

MADE BY R. EAYRE,

ONLY, [5 4 wfm4m8p

58 N. SIXTH St., below Arch.

FOURTH EDITION

A Speck of War.

A New Railroad Raid.

The Tariff on Steel Rails.

The Troubles in France.

Another Batch of Arrests.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

A Warning to Paris.

PARIS, May 4.—It is reported to-day that great military precautions are being taken. The *Journal Officiel* and *Siecle* warn the people of Paris to keep quiet.

The Riot at St. Quentin.

Several of the *gens-d'armes* were injured during the riot at St. Quentin yesterday, but, so far as known, no citizen was hart. Many more arrests were made yesterday of persons believed to be implicated in the plot. Roussel at whose house the bombs were found, has not yet been apprehended.

Arrests Made at Marseilles.

MARSEILLES, May 4.—The chiefs of the international association of workingmen in this city have been arrested. The police also captured a prominent person here who escaped from Paris.

The "Times" on the French Conspiracy.

LONDON, May 4.—The *Times* this morning in an editorial on the plot against the life of the Emperor of the French, recently discovered, says, "The most remarkable thing about the plot is its opportuneness for official electioneering."

A New Catholic Organ in London.

LONDON, May 4.—It is reported that the London *Sun*, an evening paper, liberal in politics, and advocating free trade, has been purchased by the Marquis of Bute, and it will hereafter be issued as a daily Catholic organ.

A Fire at Hull.

HULL, May 4.—A fire broke out last evening in the saw-mill near the harbor, and extended to a lumber yard, and thence to the shipping. Several vessels were badly damaged; none of them, however, were American. The loss will reach £25,000.

The Latest Quotations.

PARIS, May 4.—The Bourse closed firm. Rentes, 74f. 82c.

BREMEN, May 4.—Petroleum opened firm here and quiet at Hamburg

FRANKFORT, May 4.—Bonds closed active at 95 to 95⅛.

ANTWERP, May 4.—Petroleum closed quiet and steady at 53½.

FROM WASHINGTON.

A Railroad Raid into the Indian Country.

Special Despatch to The Evening Telegraph.

WASHINGTON, May 4.—A despatch from the Indian Territory states that the Neosha Valley Railroad Company are at work grading their road ten miles into the Indian country, and that they intend to build their road without further legislation from Congress or the consent of the Indians. It is expected this will give rise to trouble with the Indians, as it is in violation of the treaties of 1866, which provide that no railroad shall be built in the Indian country without first obtaining the consent of the Indians.

It is said the Cherokees, Choctaws, Chickasaws, and Creeks will take measures to prevent the building of this road. Several parties are now here attempting to get legislation to enable them to run railroads into this country.

Army Orders.

General G. K. Warren is detached by order of the War Department from duty in connection with the improvement of the upper Mississippi river and the construction of the Rock Island Bridge, and ordered to Newport, R. I. Colonel D. C. Houston has been ordered to proceed to Chicago to superintend the work of improving the harbors of Chicago, Michigan City, and New Buffalo.

A Congressional Recess.

An effort will be made in the Senate to amend the House resolution for a recess this week, so as to extend it to a whole week, in order that members and Senators from the West may be allowed to go home.

The Final Adjournment.

There will be a lively contest in the Senate over the House resolution to adjourn *sine die* on the 4th of July. Senator Morton and other strong party men are of the opinion that it is too early to fix the time of final adjournment.

Political Prospects in Oregon.

Senators Corbett and Williams have despatches from Oregon which indicate that in the political campaign now in progress the Republicans are making great headway. The despatch states that the repudiation plank in the Democratic platform has lost that party at least 500 votes among the business men of the State. This is more than enough to overcome the Democratic majority at the last State election.

The Tariff on Steel Rails.

The Democrats and revenue reform Republicans spent two hours to-day in endeavoring to defeat the action of the Committee of the Whole yesterday in fixing the tariff on Bessemer steel rails at $36 per ton. After exhausting all the filibuster tactics known to the they were defeated in g.

Big Sioux Indians to Visit the Capital.

Despatch to the Associated Press.

WASHINGTON, May 4.—Red Cloud and about twelve other principal men of the Sioux Indians having applied for permission to come to Washington to see their great father, the President, in relation to their present condition, a telegram was sent from the War Department to their country to-day granting the request, and instructing the Indian agent to make the necessary arrangements for bringing them hither.

The American Medical Association

debated at length to-day the proposition requiring an examination as to a knowledge of Greek and Latin before admitting students of medicine.

FROM NEW ENGLAND.

The Exploded Railroad Canard.

BOSTON, May 4.—Corney, who was arrested for placing obstructions on the Hartford and Erie Railroad, was discharged, no one appearing against him.

A Dog and Bear Fight Broken Up.

Seventeen persons were arrested at Fresh Pond, Cambridge, yesterday, while preparing to enjoy a fight between a dog and a bear.

Bank Robbery in Maine.

ROCKLAND, May 4.—By a robbery here yesterday a bank loses about $1100 and the special depositors about $19,500, on which payment is stopped to the amount of $15,000; $2500 collateral is held as security for the notes lost.

FROM CUBA.

Movements of Vessels.

HAVANA, May 4.—The cable expedition arrived at Santiago de Cuba on the 29th ult. The United States steamer Yantic is also there. The steamship Columbia, from New York, arrived this morning.

RECOGNITION SERVICES.—The beautiful new edifice of the Beth-Eden Baptist Church, at the corner of Broad and Spruce streets, was filled with a large audience last evening on the occasion of the recognition services of the new church. A large council had been held the Thursday previous, composed of ministers and members of the Baptist churches in Philadelphia, and it had been resolved unanimously to recognize and welcome the new church, composed of two hundred persons formerly members of the Spruce Street Baptist Church. The sermon was preached by Rev. P. S. Henson, D. D., pastor of the Memorial Baptist Church, from Romans 13:11—"Knowing the time." An excellent charge to the new church was given by Rev. Charles Keyser, and the hand of fellowship, in behalf of all the churches, was extended by Rev. George Dana Boardman, D. D., pastor of the First Baptist Church.

After a few remarks from the pastor, Rev. J. Wheaton Smith, D. D., a collection and subscriptions were taken amounting to nearly *eleven thousand dollars*. Two ladies gave five hundred dollars each.

The new edifice is an ornament to Philadelphia. A legacy of fifteen thousand dollars from Dr. David Jayne nobly aided in originating this well-executed enterprise. When the steeple is built the edifice will be unsurpassed in beauty by any similar building in the city.

A festival will be held in aid of the church, in Horticultural Hall, for three days, commencing with June 8.

MEDICAL.

29 SOUTH FOURTH STREET. 29

RHEUMATISM AND NEURALGIA

Rheumatism a Life-Time Specialty

A Permanent Cure Discovered.

Neuralgia a Life-Time Specialty.

A Permanent Cure Discovered.

Rheumatism a Life-Time Specialty

A Permanent Cure Discovered.

Important to

RHEUMATIC SUFFERERS.

DR. J. P. FITLER, the eminent Philadelphia Physician, and Professor of Chemistry and Medical Jurisprudence (now one of Philadelphia's oldest Practitioners), stands alone as specially devoting (37) thirty-seven years to Rheumatism and Neuralgia, in its different forms, with a success unparalleled in the annals of the Profession. Being now regarded among his Brother Physicians as the highest and best authority in Rheumatic complaints, being a graduate of the University of Pennsylvania, A. D. 1833, his Diploma contains the following signatures of the most celebrated and world-renowned Professors of modern times, viz.:—

PHILIP SYNG PHYSICK, M. D., Prof. Surgery.
J. REDMAN COXE, M. D., Prof. on Mat. Med.
N. CHAPMAN, M. D., Prof. on Prac. Med.
T. C. JAMES, Prof. on Obstetrics.
ROBERT HARE, M. D., Prof. on Chemistry.
WILLIAM GIBSON, M. D., Prof. on Surgery
W. E. HORNER, M. D., Prof. on Anatomy.
W. P. DEWEES, M. D., Prof. on Obstetrics.
S. JACKSON, M. D., Prof. Insts. of Med.

Dr. J. P. FITLER also graduated at the Philadelphia Medical Institute, 28th day of March, A. D. 1833. This Institution was founded 1817, by the renowned Dr. N. Chapman. DR. FITLER'S Diploma from this College contains the following signatures:—

JOHN BELL, M. D., Prof. on Med. Juris.
J. K. MITCHELL, M. D., Prof. on Med. Chem.
W. E. HORNER, M. D., Prof. on Anatomy.
S. JACKSON, M. D., Prof. Inst. of Medicine.
THOMAS HARRIS, M. D., Prof. on Surgery.
H. L. HODGE, M. D., Prof. on Obstetrics.

DR. JOSEPH P. FITLER was a student under the celebrated Professor N. Chapman, M. D., and holds the following endorsement from him dated October 10, 1833:—

DR. JOSEPH P. FITLER read Medicine in my office, and regularly attended the Lectures of the University of Pennsylvania, and those of the Medical Institute; also, the Practice of the Hospitals and Almshouse. His advantages of acquiring professional knowledge have been unusually great. It affords me pleasure to bear this evidence of his uncommon merit.

N. CHAPMAN, M. D,

The subscribers being personally acquainted with DR. JOSEPH P. FITLER, have the fullest confidence in his professional skill.

BENJAMIN S. JANNEY, M. D.
W. E. HORNER, M. D.
N. SHOEMAKER, M. D.

PHILADELPHIA, March 20, 1833.

A SCIENTIFIC PREPARATION.
DR. FITLER'S PRESCRIPTION.
A MEDICAL MONOPOLY

DR. FITLER'S RHEUMATIC REMEDY,
DR. FITLER'S RHEUMATIC REMEDY,
DR. FITLER'S RHEUMATIC REMEDY,
DR. FITLER'S RHEUMATIC REMEDY,
FOR CHRONIC RHEUMATISM,
INFLAM. RHEUMATISM,
SCIATICA RHEUMATISM
NEURALGIA IN BODY,
NEURALGIA IN THE HEAD,
NERVOUS HEADACHE,
IT IS A SWORN PERMANENT CURE
IT IS A SWORN PERMANENT CURE
IT IS A SWORN PERMANENT CURE
IT IS A SWORN PERMANENT CURE
in ninety-five cases out of every hundred.
USED INWARDLY AND PLEASANT.
USED INWARDLY AND PLEASANT
USED INWARDLY ONLY.
WARRANTED VEGETABLE.
WARRANTED VEGETABLE.
"WARRANTED VEGETABLE
AND UNINJURIOUS."

DR. J. P. FITLER has devoted his professional life the special treatment of Rheumatism and Neuralgia. His "Vegetable Rhe